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Hongkong Daily Press.

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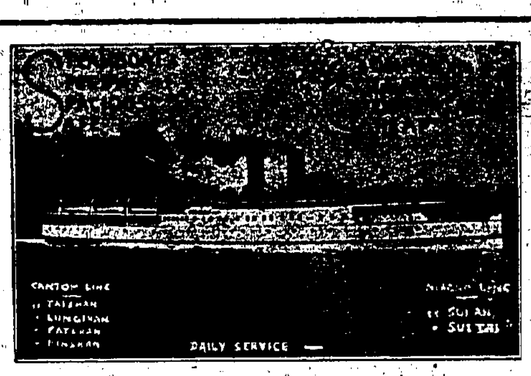

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DIARY OF LOCAL EVENTS

Tuesday, April 30.

Auctions. — Sale of Postage Stamps, Lammert's Sales Room, 5.15 p.m.; Lammert's, Household Furniture, 9 Middle Road, Kowloon, 10 a.m.

Cinemas

King's:—"Music In The Air."
Queen's:—"David Copperfield."
Central:—"Menace."
Oriental:—"The Circus Clown."
World:—"Now And Forever."
Alhambra:—"The Firebird."
Majestic:—"Chained."
Star:—"A Cuckoo In The Nest."

Entertainments.—Second Pianoforte Recital by Mme. Madalah Masson, Helena May, 9.15 p.m.

Exhibitions.—Komor and Komor' Spring Exhibition of Water Colours, Chater Road.

Meeting.—Annual, China Provident Loan and Mortgage Co., Ltd., Jacobean Room, Hong Kong Hotel, 12.15 p.m.; Macao Jockey Club, 10 Ice House Street, noon; Macao and South China Enterprise Ltd., 10 Ice House Street, 12.15 p.m.; Members and Creditors, Tung Tak Knitting Co., Ltd., 234 Des Voeux Road Central, fourth floor, noon.

Miscellaneous. — Rotary Tiffin, Hong Kong Hotel; St. Andrew's Church Mothers' Union Outing to Taipo, 2.30 p.m.

Moon.—III Moon, 28th Day.

Sports

Snooker.—Steel Coulson League, Royal Engineers v. Prison Warders; St. Patrick's v. Chief and Petty Officers; Dockyard Police v. Water Police; Central Police v. Garrison Sergeants, 7 p.m.

Sunrise.—5.52 a.m. Sunset.—6.49 p.m.

Tides.—High at 7.28 and 19.55. Low at 1.07 and 13.35.

Wednesday, May 1

Anniversaries and Holidays.—St. Philip and St. James. May Day.

Auctions. — Leasehold Property Sale, Messrs. Hughes and Hough's Sales Room, 3 p.m.

Cinemas

King's:—"The First Mrs. Fraser."
Queen's:—"David Copperfield."
Central:—"Menace."
Oriental:—"Mandalay."
World:—"Chinese Picture."
Alhambra:—"The Firebird."
Majestic:—"Above The Clouds."
Star:—"The Constant Nymth."

Meetings.—Annual, Green Island Cement Co., Ltd., Exchange Building noon; Kowloon Union Church Women's Guild Monthly Business Meeting, 10 a.m.; Chinese General Chamber of Commerce, Monthly Committee Meeting, Chamber's Headquarters, 3 p.m.

Miscellaneous. — Claims against the Estate of Bernhard Ulland, Norwegian Ship's Officer, due; S. and S. Home, House Sub-Committee Meet at 5.30 p.m.; Whist Drive, Seamen's Institute, 9 p.m.; V.D.M.A. Working Party, St. Andrew's Church, 6 p.m.

Moon.—III Moon, 29th Day.

Social.—Bridge, Whist and Mahjong Drive, St. Andrew's Church Hall, Kowloon, 3.30 p.m. in aid of Sheklung Lepers.

Sports

Tennis.—Doubles final, S. A. and H. D. Rumjahn v. W. C. Hung and Ho Ka-lau (Stand Court), 4.30 p.m.

Sunrise.—5.52 a.m. Sunset.—6.50 p.m.

Tides.—High at 8.00 and 20.58. Low at 1.43 and 14.26.

SINO-FRENCH CLASH

No Political Feeling

Shanghai, April 25.

A denial that political significance attached to the clash between a French corporal of the French Municipal Police and a party of Chinese police of the Bureau of Public Safety on Tuesday, was made yesterday by French Consular officials, who termed the incident a minor one due to a misunderstanding.

An official statement was sent out from the French Consulate-General to the following effect:—"The Municipality of Greater Shanghai immediately expressed extreme regret at the knowledge that a French policeman had been arrested during an incident between a French policeman of the Concession and policemen of the Chinese force. A promise was given that the guilty parties would be punished."

The trouble arose when a motor-truck containing more than a score of Chinese policemen was halted by the French officer in Route de Zikawei near the end of Route Gaston Kahn and the officer in charge of the Chinese group failed to produce a pass. It was said that the Chinese policemen were unarmed and were returning from the Recreation Ground in Nantao from a parade before Gen. Tsai Ching-chuen, Commissioner of Police.

The Incident Closes.

The Chinese policemen are said to have insisted that they had a right to pass through the French Concession without a permit as they were unarmed, and when the French corporal disagreed they are alleged to have taken him into Chinese territory, where he was severely beaten. He was left by the roadside and subsequently staggered back to the Concession and reported the incident. He was said to be recovering from his injuries yesterday in St. Marie's Hospital.

"We are convinced the whole trouble was due to a misunderstanding," a spokesman for the French Concession said yesterday. "We don't attach any political significance to the affair, which was settled quickly by telephone. An apology was made by the Chinese and the incident closes."

Under the laws of the French Concession, Chinese police are only permitted to pass through the streets of the Concession after obtaining a permit. In no case are they allowed to pass while armed.

ROYAL NAVY

Fleet Accountant Officers

(Special Air Mail Service)

London, April 18.

A new Order in Council grants additional pay to the fleet accountant officers in the Home and Mediterranean Fleets. The Order recalls that it was found necessary in the interests of the Service to appoint an officer of the rank of paymaster captain in each of the Home and Mediterranean Fleets for the supervision of the accountant work. The Admiralty consider that the ordinary pay of these officers when so appointed is insufficient "in consideration of the prestige, status, and responsibilities of their work." Sanction is given to an allowance of 4s. a day in addition to their full pay to paymaster captains of less than three years' seniority while holding these appointments, and who are actually accommodated afloat and therefore not in receipt of lodging and provision allowances.

The appointment of paymaster captains as fleet accountant officers was recommended by the committee under Vice-Admirals Sir Trevelyan Napier and Sir Lionel Halsey which investigated the conditions of service in this branch in 1919-20. They recommended three, the other being in China, but this was not approved the fleet accountant officer on that station being also the paymaster commander of the flagship. In the Home Fleet in H.M.S. Nelson the fleet accountant officer is Paymaster Captain P. D'E. Marks, C.M.G., who was decorated for valuable services at sea in various theatres of war, and at the Admiralty. The fleet accountant officer, Mediterranean, is Paymaster Captain E. H. N. Kennedy, who served at Bermuda during the War.

APPOINTMENTS

The following appointments were made by the Admiralty yesterday:

Cdrs.—J. A. Giffard, to Ceres, in command, tempy. (May 9); and E. P. Thomas, to Cardiff, as Cdr. (D), and in command of a destroyer in reserve (May 10).

Lt.-Cdrs.—H. W. E. D'Arcy-Evans, to Ceres (April 11); J. Hugh Lewes, to Ceres (April 24); J. H. C. Willoughby, to Curlew; and L. F. Durnford-Slater, to Vernon (April 25); P. C. Ransome, to Wrestler, in command; and H. Vickers, to Tempest, in command (May 1); and L. N. Brownfield, to President, for passage out (May 1), and lent to R.A.N. as exchange officer (from date of arrival in Australia).

Lts.—S. H. Knight, to Drake (April 8); and J. H. Evans, to Defiance, and in command of Melpomene (April 8); H. Mould, to Effingham (April 15); W. Moresby, to Spey (April 17); A. Pares, to Frobisher; and H. G. Fenton, to Malabar (April 24).

Payr. Lt.—S. A. B. Morant, to Tamar (May 5).

Sub-Lts.—R. S. C. Langford, to Cherwell (April 4); H. D. Mathew, to Harebell (April 5); and J. C. Stodart, to Enchantress (April 8).

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CARS OF TO-DAY

The Humber Twelve

The Humber Twelve saloon, with its new shape, all-synchronized gearbox, lower and more forward centre of gravity, and stronger frame, is an improved model, writes a correspondent.

The six-light four-door body is roomy everywhere; head clearance is good. A safe view is given all round. The front seats have big squabs and are adjustable; the rear seat has three armrests; here, too, is real comfort. The front side-windows are divided vertically; each has two well-placed winders—the top one to swivel the no-draught ventilating section, and the bottom one to lower or raise the after-section. The quarter lights can be swivelled out towards the back for ventilation without draught. The large speedometer has the clock, the water temperature and petrol gauges are together, and the ammeter and oil pressure gauge are combined. There is automatic engine restarting part of the roof slides back, and the two visors are not attached to the sliding part. Twin electric wipers are concealed and worked quietly. There are three pull-out ashtrays and an electric cigarette lighter; the screen will open enough to give a direct view; there is a soft and loud control for the two horns the working switch of which is a convenient ring in the centre of the steering wheel. The wells in the floor behind are shallow and long, with the back panel opened out a luggage platform is formed; the spare wheel and tools are kept inside the cupboard. There is good entrance by all four doorways, the running boards give adequate foot-room, and the front, sides, and back of the saloon are well proportioned and of a neat simplicity.

THE BONNET SIDES

The bonnet sides have each five louvres, of which four can be opened. I dislike the screw clips to hold the bonnet. The four-cylinder engine has side valves and is held on cushioned power with the gearbox as a unit. The sparking plugs are in the top of the head and can be got at with a box spanner. On the nearside are the vertically driven make-and-break and distributor, which are above the head and have vacuum control, and the down-draught carburettor, with its large air cleaner and silencer. These parts are readily get-at-able, but the tappets are overshadowed by the manifolds, and the dynamo by the inswept curved wing. The sump is extended at the sides for the oil; drainage is by a plug at the back. The dynamo has a belt which is common to the combined fan and impeller. The starter is under the floorboard. On the offside there are merely the petrol pump, the oil filler, with gauze and breather pipe, the diprod, and the junction box; all are handy.

There is cam steering, and the coil fuses and cut-out and screen-wiper box are easily reached on the dash. The power is passed through a single-plate dry clutch to a four-speed gearbox which has central control and synchromesh for all forward speeds. The rest of the transmission comprises an open propeller-shaft with needle-roller bearings for the universal joints, and a half-floating spiral bevel-driven axle. There are four duo-servo brakes worked by cables by pedal or hand-lever on the offside under the dash, thus leaving the floor and the driver's entrance clear. Nor is the lever inaccessible as might appear. The drums are 10 inches in diameter. The half-elliptical springs, which work with hydraulic shock absorbers, have silent-bloc shackles, and are termed multi-rate, having progressive action. A plate must be unscrewed to reach the gearbox filler.

ON THE ROAD

The engine, in fact the whole car, is particularly quiet and smooth; it runs more like a six-cylinder than a four. Only under severe abuse at very low speed one realizes the engine's size and the weight of the car. The saloon is pleasing to drive and the controls are handy, the engine is reasonably flexible with good acceleration for its class, and the running is silky. There is a feeling of well-being about the machine—that it is well and truly made. The steering is light and sufficiently firm; the spring wheel is rightly placed. The driver can see the road well. The brake and accelerator pedals should be more separated; the reflecting mirror would not set at the best angle for a driver of normal height. The clutch was efficient and I liked the change speed, except that on this car engagement of first or second from a stand-still was far too stiff. Otherwise the synchromesh worked properly, making chages simple and silent, and the gears were quiet in running. The handbrake lever is convenient in form and in place, but does not give great leverage; it is, however, only for parking. The brakes by pedal were strong but inclined to pull a little, and this with hard application could be felt through the steering. The car held the road firmly and the suspension allows one to travel comfortably behind as well as in front.

The test performances were good, particularly so as there was a stout head wind. The roads were dry and there was the usual load. About 27, 48, and 65 can be done on second, third, and top, and nearly 60 was attained and maintained against a slightly rising gradient and the wind. The rates on the upgraded stretch were 15 and 52; those on the 1 in 22½ Dashwood Hill were 30 and 45. With a good standing start at the bottom of the old hill 30 miles an hour was shown at the crest.

As An Art

It was asserted at one time that motor-drivers are born and not made. Later, when this view had been rejected on grounds of experience, the opinion was expressed that only the road itself can teach a man to drive. The implication in both cases was, of course, that tests of drivers and training for drivers are alike useless. Mr. Hore-Belisha's speech in the House of Commons, when he stated that some of the applicants for the posts of examiner had never heard of the Highway Code, should go far to dispel these ideas. No really experienced driver has ever entertained them. Some time ago there was published a letter from a driver who had the honesty to confess that neither his inborn capacity nor an experience of the road extending to many thousands of miles had taught him the lessons which a capable instructor quickly imparted. He had been driving under a sense of illusion—namely, that he had nothing more to learn. In fact, as he found, he had almost everything to learn. Such candour is valuable at a moment when instruction of new drivers is about to be undertaken in all parts of the country. Many of these learners may feel that an unnecessary burden is being laid on their shoulders; others may resent a period of probation calculated apparently to damp enthusiasm. Let them realize that driving is an art rather than a science and that, unless the foundations of technical accomplishment are well laid, real proficiency will never be attained.

WILL REDUCE ACCIDENTS?

What are these foundations? It is true generally of all art that, in the words of the younger Dumas, "it is based on preparation." The artist selects: he creates out of his selected material a tension which he finally resolves without accident or mishap, and without any "loose ends." It is the conspicuous quality of a good driver that he moves from tension to tension during the whole of his course. Every cross-roads every vehicle on the road, offers to his senses data from which he selects the materials of these tensions. All his knowledge and experience are drawn upon each time that resolution is effected. But the process is so swift and so smooth in its operation that the onlooker sees nothing of the game. By far the most important part of the process is the initial selection. A good driver knows what is behind a corner before he reaches that corner; he knows how the vehicles which surround him will move during the next few seconds; he knows how the pedestrians, who for the moment are within his "danger zone," are going to act. Since most accidents are due to faulty observation rather than to faulty action, it is probable, to say the least of it, that the new training will result in a substantial saving of life and limb.

MOTOR JOTTINGS

MOTOR NOTES FROM GREAT BRITAIN

Bigger Demand For Large Cars

(From a London Correspondent)

The output of private cars so far this season bids fair to surpass the previous highest British figures by a substantial amount. For the first four months of the current period registrations of new cars are up from, 66,824 to 83,866. The commercial vehicle branch of the industry, too, is making good progress, new registrations being up to 24,812 from 22,514 for the corresponding period last year.

An analysis of recent registrations under the various horse-power groups shows definitely that the demand for bigger cars is on the increase, the percentage of cars of more than 25 h.p. registered last year being more than double the number for the period in the previous year. In actual figures, of course, this group does not amount to a large proportion of the total output, the numerically largest class nowadays being the 10 h.p. At the same time, it does point to improving conditions, while the lower scale of taxation now in force has also had its effect.

EXPORT ORDERS

This increased demand for large cars during recent months is reflected in the greater number of export orders being carried out by Hooper & Co., the London coachbuilders. At the present time their works contain bodies in course of construction for India, Australia, Spain, France, Roumania, Hungary and Switzerland, the majority being for Rolls-Royce chassis.

An apparently normal limousine body on a 40/50 h.p. Rolls-Royce was recently completed by this concern for the President of a West Indian republic. Actually, however, it was armourplated all round and fitted with bullet-proof glass. Despite this, the total weight of the car is only 5 cwts. more than one of normal finish.

PERSONALITIES

Once again Sir Malcolm Campbell has given a fillip to the British motor industry by the performance of his wonderful motor industry by the performance of his wonderful "Bluebird" at Daytona. Defending the value of these speed records, one eminent authority described "Bluebird" as a travelling research laboratory, providing data of the utmost value to the motor industry.

Sir Malcolm is, himself, the link between this car with its Rolls-Royce Schneider Trophy type power unit of 2350 h.p. and another vehicle of very different type, which nevertheless marked the commencement of an important epoch. This was the 10 h.p. 2-cylinder Rolls-Royce car of 1904/5, which has just been presented to the Science Museum, S. Kensington. Despite its age this veteran is still in running order and last year was one of the entries in the "Old Crocks Race" from London to Brighton, with Sir Malcolm as driver.

The newly appointed sales director of the Standard Motor Co., Commander Godfrey Herbert, D.S.O., had an exciting career during his 20 years in the Royal Navy. Specialising in submarines he was in K.13 which sank during tests in the Gareloch with 80 persons on board, more than half being subsequently rescued. During part of the War he commanded "Q" ships and has two enemy submarines to his credit.

For the past 15 years Commander Herbert has been connected with the B.S.A. group. He is a brother-in-law of the late Mr. R.W. Maudsley, the founder and chairman of the Standard Co.

DESTROYED WITH A PURPOSE

Professor A.M. Low stated recently in a report on a demonstration held at Brooklands that the type of test to which an oil is put very seldom represents actual service conditions, though it is conditions of neglect which show up the best points in an oil after an engine has been in use for long periods.

Such circumstances were, however, exactly represented by a test, devised by Germ Lubricants and supervised by Prof. Low, during which two cars were run after all oil had been drained from their systems. Actually, two identical 1935 model Austins were carefully run-in for 550 miles and were then "done to death." With empty sumps and no oil in the engine at all, except the film left on cylinder walls and bearings, they circled the track at 30 m.p.h. One car, which had bean lubricated with a first-grade oil, seized at 9.6 miles, while the other, "Germ"-oiled, carried on to 16 miles. The value of the extra "oiliness" represented by the successful lubricant was thus convincingly demonstrated.

JUBILEE PLANS

Everything points to the King's Jubilee year seeing a boom in motoring and travel. Steamship bookings for Overseas visitors to England are extremely heavy, while hotel reservations are on a corresponding scale. A large proportion of the visitors will undoubtedly require cars for the period of their stay, and concerns which specialise in this class of business are likely to be very busy indeed. Shaw & Kilburn, for instance, are making additional arrangements to meet the demand.

The 12 and 14 h.p. Vauxhalls, for which they are the sole London distributors, are very popular among visitors and, after the exceptionally sucessful 1934 season, second-hand vehicles are beginning to come on the market. This type represents excellent value for the visitor.

BETTER ROADS WANTED

The demands of modern traffic have increased so rapidly in recent times that road authorities are continually faced with the urgent problem of putting their roads into condition to carry the traffic economically.

The basic problem is how to combine moderate first cost with economical maintenance and durability, and in this respect the Fowler Penetration system, introduced by the Leeds firm, shows to great advantage. The road metal is laid dry and party consolidated before any binding material is applied to it. The material is then sprayed on to it absolutely evenly at a pressure of over 200 lbs. per sq. in., and to a definite pre-determined quantity per sq. yd. The sprayed surface is covered over with a layer of smaller stones or chippings which are well rolled in. The spraying is then repeated once or twice, until sufficient material has been forced into the road metal to bind it well together and to the old road surface, or foundation. With each coat a layer of small chippings reduces the voids, makes a durable road coating and effects economy in binding material. Finally, a sealing coat covered with a layer of chippings forms a non-slippery wearing surface.

Incidentally, the plant employed is also useful for road spraying, ordinary rolling and scarifying, so that there is no need for it to lie idle at any time of the year.

Relativity

"He applied for the position, stating his age to be 16, but it was later discovered that he was 18."—Brisbane paper.

Reminds me of the family next door. The kid is seven, except when he travels by tram or goes to the pictures. Then he is four. His mother is round about 40, but she tells everybody's she's going on for 30. The poor old man is the exception. His only 42, but looks every bit of 60.

CAR PRODUCTION SHOWS GAIN

One Million In First Quarter

In February of last year the automobile industry maintained an average production rate of approximately 65,000 vehicles a week. The plants now are producing at a rate exceeding 80,000 units a week and pointing toward a total for the first three months of the year that will exceed 1,000,000 cars and trucks. The first quarter production one year ago totalled close to 750,000 units, writes a correspondent from Detroit.

In the first quarter period of each successive year the upswing in production has been slow but continuous since 1930. The marked impetus of 1934, however, may be seen by recalling first-quarter total of 1933, which was only 368,285 units of all makes.

As evidence of further progress, it may be noted that three of the five companies that the depression brought into receiverships are on the way out of them and keeping production going. These are Studebaker, Pierce-Arrow and Willys. Studebaker has had reorganization plans approved by court action, and the other two have similar arrangements in process of negotiation.

The million-car objective, which leaders of the industry hope may be achieved before April 1, is a rosy prospect for the time being, but with one reservation. This appears in the possibility that labour troubles may again interfere with production.

If the situation can be brought past a critical period that may develop on or about March 1, the chances seem good for production of the million or more vehicles. The hazard appears in the form of agitation now brewing from which it is feared there may be a repetition of last year's experience, when strikes were called in key-parts plants supplying the main passenger-car producing factories with units necessary to interrupted operation.

AN ELECTRIC CAR

For Town Use

Modern motorists may have forgotten that at one time the electric brougham was a popular vehicle for town use. Electric vehicles have two great advantages over the normal petrol-engined car, these being silence of operation and ease of control, and it is, therefore, interesting that a coupe intended for town use has just been produced by Partridge, Wilson and Co., Ltd., Davenet Works, Leicester, and 167, Shaftesbury Avenue, WC1. It is a comparatively small vehicle with an attractive foursome coupe body of modern lines, and its price is £385.

Actually the chassis has a wheelbase of 7ft. 6in., and a track of 4ft. 2in., while it consists of a normal frame front and rear axles, with half-elliptic springs, four wheel brakes and steering. In this a small series-wound ventilated electric motor is mounted in the position which would normally be occupied by the gear box, with its armature shaft parallel to the centre line of the car, so that a universally jointed propeller-shaft is all that is necessary to transmit the drive, to the rear axle. Power is supplied by an Exide-Ironclad battery, which differs from the ordinary battery in that its positive plates are built up of a series of ebonite tubes in which the active material is contained around lead core conductors. Fine slits in the tubes give the acid free access to the active material.

DUMMY BONNET

The batteries are disposed beneath the dummy bonnet and beneath the rear seat, and their capacity is sufficient to give the vehicle a range of 40 miles on one charge. The cells are connected in series, and the motor operates on 64 volts, and gives the car a maximum speed of from 30 to 35 m.p.h. The controller for the motor is operated by a pedal, and the only other controls are a switch to give reverse running, a foot brake, and the hand brake.

On the road the car is decidedly attractive by reason of the extreme ease of control, the silent running, and the quite good acceleration. It is completely equipped with a 12-volt lighting system, electric horn, and double screenwiper. The tax is only £4 10s., while the cost of maintenance is extremely low.

As regards running costs, it is understood that electricity is obtainable in all localities at a special low rate for night charging, and that the cost percharge is then approximately 6d., for which 40 miles can be covered.

"GOOD WILL" TOUR

To South America

A project taking the form of an automotive commercial tour of "Good Will," greater in length than the distance around the world, will shortly start from Chicago to visit the capitals and principal cities of each state and country in the Latin-American Republics of Mexico, Central America and South America, it is understood.

"The equipment for the tour consists of two 1935 Studebaker automobiles, a coupe and a five-passenger sedan, and a covered wagon trailer in which to display and demonstrate the products of a number of American manufacturers, several of whom are Chicago concerns.

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THE WEAKNESS OF THE BRITISH FLEET

Influence Of Naval Treaties

(By Sir Archibald Hurd.)

That the London Naval Treaty is still hindering the restoration of the British Navy has been admitted by tht First Lord of the Admiralty. While the Washington Treaty dealt specifically with the building of battleships, limiting their number, size and armament, the London Treaty restricted the cruiser and torpedo forces which could be built. These limitations apply not only to the United Kingdom, but to the whole Empire, restraining the Dominions from constructing such ships as a new situation may render desirable. The world situation has undergone a drastic change since the London Treaty was signed. In Europe, Germany, having broken away from the League of Nations, has ignored the Treaty of Versailles by applying military service to her population and by establishing an air force. In the United States, increased expenditure has been undertaken on all forms of armaments with the result that that vast country which is least open to aggression, owing to the protection afforded by the Atlantic and Pacific Oceans, is spending on her Navy, Army and Air Force twice as much money each year as the whole of the widely distributed peoples of the British Empire, vulnerable as they are to attack by sea, land and air. Nor again in comparing the present situation with that which existed when the London Naval Treaty was signed can the assertion by Japan of her lordship over the Eastern World be overlooked, including as it does her domination of Manchukuo and her attempt to bring China under her influence.

Finally, the League of Nations, to which the United States has never given its support, from which Germany and Japan have broken away and to which Italy gives only lip services, does not exercise that beneficent control over world affairs that was anticipated, as has been proved by the fighting in Manchuria, Abyssinia and in the Grand Chacho. The world is less peaceful than it was when the London Treaty, an act of faith on the part of the British peoples, was concluded as a sequel to the repeated "gestures" to a reduction in naval armaments which had been made in preceding years in the vain hope that other Powers would follow the example.

NEW CONSTRUCTION PROGRAMME

The effect of the British moderation on British naval policy is no longer concealed. The new construction programme for 1935 is as follows:—Three cruisers of the "Southampton" (late "Minataur") type, one leader, and eight destroyers; three submarines, one a mine-layer, one a general service, or "P" type, and the other an "S" or patrol type vessel; one submarine depot ship; four sloops; three mine-sweeping, and one convoy sloop; one surveying ship, and seven small vesels, including two coastal sloops, one small mine-layer, two gate vessels, and two trawlers. When the First Lord of the Admiralty was recently criticised for the smallness of the number of new men-of-war which were being built in view of the weakness of the Fleet, he explained the present embarrassing position. "The programme of new construction under the Navy Estimates of 1935-6 is," he said, "in all respects a normal replacement programme." It is governed by the London Naval Treaty which controls not only the total tonnage allowed, but the replacement tonnage in various categories. Under the Treaty it is not permissible, for example, to lay down in the next two years more than 54,000 tons in cruisers, 51,436 in destroyers, and 7,746 tons in submarines. The three cruisers of the 1935—6 programme will absorb 27,000 tons—just one-half; the destroyers 12,500 tons; and the submarines 3,240 tons.

A STEADY PROGRAMME

The position at the end of 1935 when the London Naval Treaty comes to an end will be that in cruisers the British Governments will have built fully up to the permitted tonnage and to the replacement tonnage, while in submarines it will have done very nearly the same thing. So far as destroyers are concerned the Government are pursuing a policy of not building up to what they are allowed under replacement tonnage, on the plea that they attach the very greatest importance to "a steady programme."

In the circumstances, the British Fleet is becoming obsolete because money which would in the attempt to maintain the efficiency of old ships. Under the Navy Estimates of 1935—6 no less a sum than £7,500,000 is being devoted to reconstruction and repairs. This course has proved inevitable owing to the action taken by the governments of other maritime countries. In this respect, as is officially admitted, the British Government has been remiss in modernising the fleet. The United States of America has modernised 10 of her 15 ships at a cost of about £16,000,000, and it is anticipated that Japan will have modernised the whole of her ships by the end of 1937, while the British Government has only modernised, if it can be called modernising, one ship.

(To Be Continued)

FLYING THE PACIFIC

A Commercial Service

(Special Air Mail Service)

London, April 18.

Regular aeroplane commercial service across the Pacific Ocean is contemplated in the not distant future. Pan-American Airways is the company which expects to maintain this service, and the first experimental flights will begin about the middle of July of this year, says a correspondent from New York.

The route to be flown begins at San Francisco, and the first "hop" is to Honolulu, 2,100 miles, in a south-westerly direction. The next station is Midway Island, 1,150 miles farther on, to the north-west. The next point is Wake Island 1,200 miles away to the south-west, and the next is Guam 1,450 miles on, and still to the south-west. Then comes Manila, in the Philippine Islands, 1,500 miles away and almost due west. The next jump is to Canton, China, where the new line will connect with the existing Chinese services of Pan-American-Chinese Airways.

The s.s. North Haven, a 15,000-ton supply ship, has now left the United States carrying the equipment and personnel to establish these new air bases across the Pacific. Two of these stations, those on Midway and on Wake islands, will be in territory that is now uninhabited. The North Haven will remain off Midway Island for two weeks, while stores are being landed. A party of ten engineers and 35 other workers will be disembarked in order to erect living-huts and a wireless station. Then the ship will go on to Wake Island, where similar preparations will be made. Guam Island will next be called at, but the preparations needed there are not expected to be so complete, since Guam Island has already a considerable population and some of the ground facilities for flying already exist.

Pan-American Airways have for several years been studying the problems involved in trans-Pacific flights and have been accumulating meteorological and other necessary data. The seaplanes used will be equipped with a special radio direction-finder, which can operate up to a distance of 1,800 miles and will make it almost impossible for the flying ship to get off her course. These seaplanes have four engines, developing 2,800 horse-power in all, and will carry thirty-two passengers and a considerable quantity of goods. The Brazilian Clipper, of which the other seaplanes to be used will be duplicates, weighs 19 tons, is 68 feet long, and has a wing spread of 114 feet. These ships carry a crew of six, a master pilot and two assistants, a navigator engineer, an engineer officer, and a radio man. Their normal cruising speed is about 150 miles an hour. They are built in the United States at the Sikorsky plant in Bridgeport, Connecticut. The Brazilian Clipper and her sister ship, the Pan-American Clipper, have already been flown on a number of long test flights in the Caribbean, under conditions duplicating as nearly as possible those they are expected to meet in the Pacific

RACING CAR CRASHES

At Chateau Thierry

(Special Air Mail Service)

London, April 18.

Four people were killed and seventeen injured when a racing car with Cattaneo, the famous Italian "ace," at the wheel, dashed into the crowd during a speed hill-climb at Chateau Thierry, France, recently.

A girl aged two-and-a-half and a boy of fourteen were killed on the spot. The other victims died soon afterwards.

It is feared that at least three more of those in hospital will die, so severe were the injuries they received when the giant car, a 5-litre Stutz, mowed them down.

Crashed Backwards

Cattaneo was driving in an event in which many famous racers were taking part.

He was nearing the finishing line when the car skidded swung right round and crashed backwards, cutting its way through the shrieking crowd like a knife, and leaving a trail of dead and injured.

Cattaneo, who right up to the moment of the crash could be seen struggling to pull the car back under control, jumped out and escaped injury just as it was smashed to matchwood.

The trials were immediately stopped. Oncoming competitors were warned of the tragedy by the cries of the injured, which mingled with those of frantic people trying to find friends and relatives whose fate they did not know.

The drivers used their cars to take people to hospital.

Among the injured were seven women. One has had to have both legs amputated, another one leg, and another has lost a foot.

Earlier in the trials a car driven by Lagrolliere crashed into a tree and caught fire. The driver escaped injury.

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LONDON BOMBAY SERVICE

The S.S. Strathmore

(Special Air Mail Service)

London, April 18.

For more than one reason the P. & O. liner Strathmore, which was launched by the Duchess of York from the yard of Vickers-Armstrongs, Limited, at Barrow-in-Furness last week, will be a notable vessel. Of about 24,000 tons gross, she will be the largest liner built for the P. & O., for she will rather exceed in gross tonnage the successful new ships Strathaird and Strathnaver. The new vessel is intended primarily for a fast service between London and Bombay, in which the liner Viceroy of India has been doing excellent work, and on the performances of which the new ship is expected to improve.

Cold Chambers

The Strathmore is, however, occationally to be employed in the Australian service, and so she is being fitted with special insulated chambers for the carriage of chilled beef, and also with several chambers for the transport of other refrigerated cargoes requiring different temperatures. She is to make her maiden voyage from London to Bombay on October 26, during the height of the outward season, when the demand for accommodation is normally heavy, and she is already assured of good support. Before inaugurating her regular service she is to make a preliminary cruise of 17 days from London to Mediterranean ports and Madeira on September 27.

101,872 SCOTS

Living in London

(Special Air Mail Service)

London, April 18.

The gigantic task of classifying in detail the living population of England and Wales, enumerated as at midnight on April 26, 1931, is now, to all intents and purposes, finished.

The long series of detailed statistics already published is now completed by the issue of a volume bearing the title "General Tables," providing aggregated figures which have hitherto been obtainable only by laborious extraction from some 63 separate county records.

There were 366,486 persons living in England and Wales who were born in Scotland, while those with Irish Free State nationality numbered 303,676. In Greater London were 101,872 Scots or their children, while the figure for the Irish Free State was 86,741.

Among European countries Poland was returned as the birthplace of 43,912 persons—by far the highest total—while Russia was given by 36,133 persons.

Four years ago there were 156 persons in England and Wales who were 100 years of age and over. Women far outnumbered the men centenarians—129 against 27 males.

According to the census, 8,489,813 men in England and Wales were married, 718,858 widowers, and 13,946 divorced. Women returned as married numbered 8,603,598, those widowed 1,782,517, and the those divorced 19,169.

UNITED STATES PETROL CONSUMPTION

Gasoline consumption in the United States in 1934 amounted to 16,617,050,000 gallons, according to preliminary figures prepared by the American Petroleum Institute. This is within less than 5,000,000 gallons of the all-time high for consumption established in 1931, when 16,621,140,000 gallons were used.

There was an increase of 1,178,726,000 gallons, or 7.63 per cent, over the consumption of 1933. Every State in the Union showed an increase, but the District of Columbia recorded a drop.

Baird H. Markham, director of the American Petroleum Industries Committee of the Institute, attributes a part of the recorded rise to better gas tax enforcement. Only the gasoline taxed is recorded.

New Yorn motorists consumed more gasoline than those of any other State, a total of 1,577,019,000 gallons. The next largest amounts of gasoline were consumed in California, Pennsylvania and Illinois.

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12.30 to 2.10 p.m. (Approx.).—European programme
12.30 p.m.—Recorded music.
1 p.m.—Local time and weather report.
1.30 p.m.—Reuter Press Bulletins, Rugby Press news, etc.
1.35 p.m. (Approx.).—A Relay of the Rotary Club Tiffin Speech from the Hong Kong Hotel Roof Garden—Professor L. Forster on "James Yen and his Work for Education."
2.10 p.m. (Approx.).—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme.
7 p.m.—Closing local stock quotations.
7.03 to 7.30 p.m.—

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7.30 to 7.43 p.m.—

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1. Traumeswirren (Dream Visions), Op. 12, No. 7 (Schumann).
2. Mazurka in F Minor, Op. 41, No. 2 (Chopin).
3. Serenade for the Doll—Children's Corner Suite (Debussy).
4. Paganini Etude in E Flat Major (Paganini).

7.43 to 8 p.m.—

Vocal Gems from Musical Comedy

Music in the Air (Kern).
The Cat and the Fiddle (Kern).

8.03 to 8.15 p.m.—

From the Studio

"Behind the Scenes in Broadcasting" by a Visitor.

8.15 to 9 p.m.—

Variety

Piano Solos—A Cavalcade of Martial Tunes.
Sweetmeat Joe, the Candy Man—Patricia Rossborough.
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Piano Duet—Nymph Errant—Selection.—Carroll Gibbons and John W. Green.

9 to 9.30 p.m.—

From the Studio

A Talk on "A Manufactured Climate in Hong Kong" by Professor C. A. Middleton-Smith.

9.30 to 10 p.m.—

From the Studio

A Pianoforte Recital by Harry Ore.

PROGRAMME

1. Sonate, Op. 35.—Chopin.
   (a) Grave, Doppio movimento.
   (b) Scherzo.
   (c) Marcia funebre.
   (d) Presto.
2. Ballad in D Minor.—Brahms.
3. Sixth Hungarian Rhapsody.—Liszt.

10 p.m.—Reuter Press Bulletins.
10.05 to 11 a.m.—A Relay of the Dance Orchestra from the Peninsula Hotel Rose Room.
10.30 p.m.—Rugby mid-day Press news.
11 p.m.—Close down.

BERLIN PROGRAMME

9 p.m., DJA, DJN Announcement (German-English)
Programme Forecast (German-English)
9.15 p.m., Music and Topical Events
9.45 p.m., News in English on DJA and in Dutch on DJN
10 p.m., "The Young Countess." A Merry Song Play by Joh. A. Muller
11 p.m., Short Instrumental Concert
11.15 p.m., News in German on DJA and DJN
11.30 p.m., On Ether Waves to Walpurgis Night
Musical-literary Phantasies by Rudolf Hartig
12.15 a.m., News in English on DJA and in Dutch on DJN
12.30 a.m., Close down DJA, DJN (German-English)

RADIO MANILA

8 p.m., Souvenirs
8.30 p.m., Spanish Informational Period
8.40 p.m., English Informational Period
7 p.m., Radio Shopper
7.15 p.m., Requests
7.30 p.m., Goldenberg Department Store Programme
7.45 p.m., Meralco Programme
8 p.m., Liga Patriotica Programme
8.15 p.m., Radio Crusaders, conducted by Bernie Nolasco
8.50 p.m., Stock Quotations
9 p.m., Conservatory Musicale—Conversatory of Music
10.30 p.m., Varieties.
11.30 p.m., Sign Off

CEYLON'S CRIME PROBLEM

Chicago Of The East

(Special Air Mail Service)

London, April 18.

Prosperous Ceylon, the Star of the East and the Mother of Tea, is also a land of crimes and eternal litigation. Its record for murders is probably beaten only by Chicago. A murder in Ceylon gets about two lines in the newspapers, for it is definitely not news.

Only very recently has there been an attempt to relate this phenomenon with the economic condition of the native people. Strangely enough, the appearance of the latest report of the Discharged Prisoner's Aid Association of Ceylon, which gives some startling facts and figures, almost coincides with an official recommendation that a Poor Relief system should be introduced in Ceylon, to be administered by a Public Assistance Committee. This recommendation is made by Mr. M. M. Wedderburn, acting chief secretary, who, after two debates in the State Council, was appointed to investigate the whole question.

According to the Discharged Prisoners Air Association, of which the Governor, Sir Edward Stubbs, and Lady Stubbs are patrons, 16,000 people were sent to prison in 1933, which is 2,000 more than in 1932 and 5,000 more than in 1931.

"It adds to the tragedy of the position," said Mr. G. A. Wille, the chairman, "that most of those who go into gaol for the first time go for not paying a fine or for inability to furnish security for good behaviour.

"Of the 16,000 admissions last year, more than 13,500 went in for the first time, and the bulk of these—more than 10,000 as against 8,000 odd the year before—were for failure to pay a fine or to furnish the security required.

"It makes the tragedy still more poignant that about 9,000 of these 10,000 fell into crime through the want of a means of livelihood or poverty."

ARMY OF YOUTHS

Another disturbing fact is that 1,800 youths, between the ages of sixteen and twenty-one, were sent to prison last year as compared with 1,412 the year before. It is to prevent this class from relapsing and from being reinforced by the child criminal that a Borstal system and a proper probation system has been advocated for years. This is certainly needed.

Mr. Justice Akbar, a prominent figure in the Association, spoke about "miserable children" who appeared in court "with no sort of education or moral ideas," and gave his opinion that there must be compulsory education before there can be any improvement. He wants to "attack the problem at the very root."

It is here that the recommendation to try out a Poor Relief system seems to meet a real need. For the relationship between poverty and crime has been well shown recently by Dr. P. S. Haikerwal, of Lucknow University.

Conditions in Ceylon are very different from those in Europe, and Mr. Wedderburn points out that it is very doubtful if any existing system of poor relief can be applied in Ceylon, unless it is so elastic as to allow of experimentation and frequent amendment. So far as towns are concerned, it will be necessary to deal differently with the smaller towns, larger towns, and Colombo, the smaller towns having neither the revenue nor staff to enable them to organise relief.

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on

TUESDAY, APR. 30, 1935

Commencing at 10.00 A.M.

At No. 9, MIDDLE ROAD, KOWLOON.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

On View from MONDAY, the 29th APRIL, 1935.

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

on

TUESDAY, APRIL 30, 1935

Commencing at 3 P.M.

At WANG KEE GODOWN, OAK STREET, TAI KOK TSUI, KOWLOON.

(For Account of the Concerned)

330 Packages CASSIA

(All More or Less Damaged by Sea-water)

Terms:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

on

TUESDAY, APRIL 30, 1935

Commencing at 5.15 P.M.

At Their SALES ROOM, DUDDELL STREET

A VALUABLE COLLECTION OF POSTAGE STAMPS

On View From MONDAY, the 29th APRIL, 1935.

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

on

FRIDAY, MAY 3, 1935

Commencing at 10.00 A.M.

At No. 377, THE PEAK

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

On View From THURSDAY, the 2nd MAY, 1935.

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

on

WEDNESDAY, MAY 1, 1935

Commencing at 2.30 P.M.

At Their SALES ROOM, DUDDELL STREET.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Chesterfield Couches and Armchairs, Wardrobes, Dressing Tables, Washstands, Hatstands, Bedsteads, Sideboards, Dinner Waggon, Dining Tables, Armchairs and Chairs, Chests of Drawers, Cupboards, Bookcases, Cabinet, Filing Cabinets, Desks, Round and Square Tables, Tea Poys, etc., etc.

Silver Ware, Brass Ware, Glass Ware Porcelain Ware, Cutlery, Ornaments, Tea Sets, Dinner Service, Wall and Table Clocks, Gramophones and Records, Oil Paintings, Pictures, Carpets, Rugs, Blankets, Mosquito Nets, Curtains, Linen, Typewriters, Binoculars, Curios, Cooking Utensils, etc., etc.

also

A QUANTITY OF BLACKWOOD FURNITURE

Including:—

Joss Table, Armchairs, Chairs, Tea Poys, Flower Stands, Jardinieres, Cabinets, Desks, Tables, etc., etc.

and

Three Pianos
One Enamelled Bath
Six Underwood Typewriters

On View From TUESDAY, the 30th APRIL, 1935.

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

on

THURSDAY, MAY 2, 1935

Commencing at 2.30 P.M.

At Their SALES ROOM, No. 85, HANKOW ROAD, KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Chesterfield Suites, Teak Wardrobes, Dressing Tables, Armchairs and Chairs, Chests of Drawers, Desks, Cabinets, Silver Ware, Brass Ware, Aluminium Ware, Rattan Ware, Glass Ware, Cutlery, Clocks, Ornaments, Table Lamps, Oil Paintings, Pictures, Shanghai Bath, Piano, Carpets, Rugs, etc., etc.

and

A SELECTION OF BLACKWOOD WARE

On View From WEDNESDAY, the 1st MAY, 1935.

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

AT THE CINEMAS

Trade Notes

DAVID COPPERFIELD

"David Copperfield," the all-star feature playing at the Queen's Theatre is more than a classical work of fiction, transferred to the screen. In a certain measure it is the life story of Charles Dickens the novelist.

Many incidents connected with the novelist's childhood are faithfully told in the story. It is generally believed that he drew the serio-comic character, Micawber, from the experiences of his own father, who, like Micawber, was "always expecting something to turn up." Other characters and scenes are likewise bits from Dickens' own experience.

On the screen, "David Copperfield" retains all the spirit of comedy, pathos and romance that distinguished the novel. The picture boasts a cast of sixty-five stars and featured players in the principal roles. David O. Selznick produced it for Metro-Goldwyn-Mayer and George Cukor directed. Amond the players are W. C. Fields, Freddie Bartholomew, Lionel Barrymore, Maureen O'Sullivan, Madge Evans and others.

ALL THE KING'S HORSES

Carl Brisson, handsome, Danish matinee idol, is starred with Mary Ellis, noted singer and stage star, in the new Paramount picture "All the King's Horses" which is scheduled to open at the Alhambra and Central Theatres on Saturday. The picture, which serves as Miss Ellis' American film debut, features Edward Everett Horton, Katherine DeMille and Eugene Pallette in the supporting cast.

New tunes by Sam Coslow, author of "Cocktails for Two," and elaborate new dance routines by LeRoy Prinz feature "All the King's Horses" which tells a gay and amusing tale of a handsome king who knew everything about conferences and little about caresses. The queen leaves the king because she loves him while the king goes to Vienna to brush up on his neglected education and leaves a charming double to win back the queen.

Brisson plays a dual role as the king and the handsome Hollywood actor. The confusion in identity of the two characters is the basis for much of the films comedy action.

TO-DAY ONLY AT 2.30, 5.10, 7.15 & 9.30 P.M.

KINGS

BOOKING AT THE THEATRE TEL. No. 25313 25332

THERE'S A LILT TO THEIR LAUGHTER! THERE'S A MELODY TO THEIR MIRTH!

Music in the Air

MUSIC BY JEROME KERN LYRICS AND LIBRETTO BY OSCAR HAMMERSTEIN, 2ND

GLORIA SWANSON IN BOLES

ALSO BUSTER KEATON in "ALLEZ OOP" EDUCATIONAL COMEDY

— TO-MORROW —

Starring HENRY AINLEY JOAN BARRY DOROTHY DIX HAROLD HUTH ETC.

A CUCKOO IN THE NEST

A feast of fun is given by "A Cuckoo in the Nest." This popular Ben Travers' farce has been directed for the screen by Tom Walls, who with Ralph Lynn and Yvonne Arnaud play the principal parts.

"A Cuckoo in the Nest" is the story of a mix-up. Peter Wyckham (Ralph Lynn) meets his old friend Marguerite Hickett (Yvonne Arnaud) at the railway station as he is on the point of starting off for a short holiday with his wife. He is so interested that the train leaves without him. As both Mrs. Hickett and he are bound for the same country house they decide to go down by car. There is a breakdown at a small village and only one bedroom in the little inn to accommodate both. Out of this curious arrangement arises a welter of comic incidents with Major Bone (Tom Walls) acting the part of well-wisher and pacifier.

The whole thing in in Ben Travers' best vein and the film provides really first-class entertainment of the well-known type when Tom Walls and Ralph Lynn come together on the screen.

MUSIC IN THE AIR

One of the biggest outdoor sets ever constructed for a musical picture, a complete Bavarian village covering three city blocks with its picturesque plaster-and-shingle buildings, served as a background to the "Eberndorf" sequences of "Music In The Air," Erich Pommer's production for Fox Film now showing at the King's Theatre.

A huge replica of the famous zoological gardens in Munich, a duplicate of a noted opera house in the same city, and various Munich streets and offices are among the other settings of the film, in which Gloria Swanson and John Boles have the principal roles Douglass Montgomry and June Lang are also featured.

Dear Old Willie

Overheard on a Tram Car

Schoolgirl (with copy of "The Merchant of Venice" before her): —"Shakespeare must have been a very polite man."

Her companion:—"Why do you think so?"

Schoolgirl:—"Because he always says, 'Go to, then!' but he never tell you where to go to."

THE KING'S REIGN

(Special Air Mail Service)

London, April 18.

"Royal Cavalcade," a film privately shown in London to-day, is an absorbingly interesting record of the main events of King George's reign. True, the scenes depicted, with the exception of the grim horrors of the war, are nearly all laid in London, as if nothing of any importance happened elsewhere in England and Scotland during the last 25 years, but the story has been so skilfully constructed that its parochialism may be forgiven. Events which were not film-recorded at the time have been effectively reconstructed—Mr. Lloyd George making his famous declaration at the Guildhall banquet arising out of the Agadir incident, Sir Edward Grey speaking in the House of Commons at the outbreak of the war—although a close resemblance to either statesman has not been achieved—and Lady Astor being introduced by Mr. Balfour and Mr. Lloyd George as the first lady to take her seat in the House of Commons. This last is perhaps the best of the reconstructed scenes. Lady Astor herself appears in it, but the writer's recollection of the occasion does not agree with the wildly exuberant welcome given to her by the M.P.s on the screen.

CAPTAIN LING RETIRED

(Special Air Mail Service)

London, April 18.

Commander E. W. W. Ling, who has been placed on the retired list with the rank of captain, was second among the 417 commanders on the active list. Captain Ling entered the Britannia in 1902, became a lieutenant in 1908, and specialized in gunnery. During the War he was gunnery officer of the cruiser Roxburgh and the battleships Hibernia and Agamemnon, and was promoted to commander at the end of 1920. He was fleet gunnery officer in the Atlantic Fleet in 1924-26, and executive officer of the Hawkins, flagship in China in 1926-28. While in the Hawkins he had the misfortune to be injured in both legs in a cable accident at Dairen. Captain Ling served in the Naval Equipment Department, Admiralty, in 1929-31, and in charge of maintenance-reserve destroyers at Rosyth in 1931-33.

BALLOON CLIMBS 25 MILES

Soviet Claims A World Record

(Special Air Mail Service)

London, April 18.

The Soviet Government claimed to-day that an automatic stratosphere sounding balloon, sent up from Moscow last month, reached a height of 129,855ft.—nearly 25 miles. This is declared to be a world record.

The balloon went up without passengers, but carried an automatic wireless apparatus which broadcast signals recording its progress. It climbed at a speed of 15 miles an hour, and when the envelope burst owing to the pressure of the contained gas in the rarefied atmosphere, the instruments were brought down by parachute and landed safely 125 miles away.

The lowest temperature recorded was 76deg. below zero Fahrenheit, at a height of 30,000ft. At the highest altitude reached the temperature was only 44deg. below zero.

The greatest height hitherto reached by an unmanned sounding balloon was 23 miles. In January, 1934, a Soviet passenger balloon reached a height of 13 2-3 miles, but crashed, and the three occupants were killed. Four months before a Soviet Army balloon successfully reached a height of 11 4-5 miles.

PRESENTATION TO THE ORION

Special Air-Mail Service

London, April 18.

Another link in the chain of association between H.M.S. Orion and the new R.M.S. Orion, of the Orient Line, is the presentation by the owners of the latter of a silver salver to the captain and wardroom officers of the cruiser inscribed with the crest common to both ships. The R.M.S. Orion was launched in December last by wireless from Australia by the Duke of Gloucester. H.M.S. Orion, Captain E. J. F. Renouf, is now flagship of Rear-Admiral S. J. Meyrick, C.B., commanding the 2nd Cruiser Squadron; she will take part in the Jubilee Naval Review on July 16, and will be open to inspection by the public at Chatham during Navy Week from August 3 to 10.

TO-DAY AT THE CINEMA

HONG KONG

KING'S:— "Music In The Air"

QUEEN'S:— "David Copperfield"

ORIENTAL:— "Circus Clown"

CENTRAL:— "The Firebird"

KOWLOON

MAJESTIC:— "Chained"

ALHAMBRA:— "The Firebird"

Coming

KING'S:— "The First Mr. Fraser" "Mystery Woman"

QUEEN'S:— "After Office Hours"

ORIENTAL:— "Mandalay" "Dude Rangers"

MAJESTIC:— "Above The Clouds"

ST. DUNSTAN'S CHURCH

A Literary Shrine

(Special Air Mail Service)

London, April 18.

A scheme to make St. Dunstan's Church, Fleet-street, a London literary shrine where relics and memorials of famous men of letters can be deposited, has been suggested to the church authorities.

The rector and churchwardens have issued the following statement:—

"Viscount Rothermere, who is restoring to St. Dunstan's its ancient clock, with the two giants which strike the quarters on the bell, and also the statues of King Lud and his two sons, which formerly stood on old St. Dunstan's Church, has now undertaken to include in this his Jubilee gift the cost of repairs to the clock and figures and of structural alterations.

"At St. Dunstan's is the memorial bust of the late Lord Northcliffe.

Public Appeal

"The ancient clock was built in 1691, and is mentioned in the works of Cowper, Scott, Dickens, Trollope, and other writers.

St. Dunstan's Church has had a long association with famous men of letters of the past.

"In view of these literary traditions, Lord Rothermere's Jubilee gift to Fleet-street and to St. Dunstan's has suggested to the church authorities the idea of making St. Dunstan's a literary shrine.

"Alcoves round the church will lend themselves naturally to this project. But the scheme will involve some alteration of the seating, complete interior redecoration, and repair of the Jacobean organ and the bells.

"A public appeal is being made for some £3,000 to carry out these plans, and it is felt that Lord Rothermere's gift forms a timely send-off for the whole scheme.

"Gifts of first editions, pictures and other relics of famous literary men, journalists and Press proprietors of Fleet-street will be welcomed, and donations may be sent to St. Dunstan's Jubilee Restoration Fund Hoare's Bank, Fleet-street."

MAJESTIC THEATRE

Nathan Road Kowloon. Tel. 57222

FINAL SHOWINGS TO-DAY At 2.30, 5.20, 7.20 & 9.20 P.M.

Joan CRAWFORD Clark GABLE

CHAINED

OTTO KRUGER STUART ERWIN

THE SCREEN'S PERFECT LOVERS —TOGETHER AGAIN.

—NEXT CHANGE—

ABOVE THE CLOUDS WITH ROBERT ARMSTRONG

6 SHOWS DAILY 2.30—5.15 7.15—9.30

TAKE ANY TRAM OR HAPPY VALLEY BUS

ORIENTAL THEATRE

FLEMING ROAD WANCHAI TEL. 28473

LAST 4 TIMES TO-DAY

GREAT COMEDY CIRCUS PICTURE AND THE FAMOUS WALLABY TROUPE COMEDY ACROBATS

BROWN of the CIRCUS CLOWN

A First National Hit

With hundreds of real circus thrills!

TO-MORROW & THURSDAY

THE 4 WALLABY'S IN NEW THRILLING ACROBAT C STUNTS AND A SENSATIONAL PICTURE

KAY FRANCIS Mandalay

MATINEES 20 cts.-30 cts.—EVENINGS 20 cts.-35 cts.-55 cts.

THE FIRST MRS. FRASER

What means do mothers of twins employ to distinguish their off spring

Sinclair Hill, who directed "The First Mrs. Fraser" for Sterling Film Co., Ltd., wants to know, for he came up against this difficulty in an acute form.

The twins in question were a couple of 10 year old auburn-haired boys who appeared as page boys in the cabaret scene in this film. They were so alike that to distinguish them was a task which defeated even their mother.

Added to their physical resemblances they were in possession of exactly similar mercurial propensities, with the faculty of being everywhere except on the set when they were wanted. The apparent rapidity with which Pat (or was it Michael?) aided by Michael (or was it Pat?) can transfer himself from one and of the studio to the other of breathless bewilderment.

Guessing "Which is Which" was the popular pastime in those days with Mr. Hill scoring the fewest marks.

"The First Mrs. Fraser" is coming to the King's Theatre on Wednesday.

MENACE

A murder mystery that creates a sinister foreboding of doom and builds suspense with chilling effect is the new Paramount picture, "Menace," which open to-day at the Central Theatre. An excellent cast makes the most of its many opportunities in this new murder-mystery yarn, which features such popular players as Gertrude Michael, Paul Cavanaugh, John Lodge, Henrietta Crossman and Montagu Love.

Directed by Ralph Murphy, "Menace" tells the unusual story of three people, two men of the world and a beautiful woman, who through an unfortunate circumstance are wrongy suspected of causing the death of a well known engineer.

Although they are cleared of any suspicion, the dead man's brother, tortured by doubts and suspicions, becomes insane and vows to kill the three people he he believes caused his brother's untimely end.

Paul Cavanaugh and Gertrude Michael, who did so well together in "The Notorious Sophie Lang," are excellently cast as young lovers who are forced into a terrifying situation by a madman. And Henrietta Crossman, Montagu Love and John Lodge are effective in supporting roles.

WHIRLPOOL

Jack Holt, perenially the popular screen idol of thousands of theatre-goers, has clicked again in Columbia's "Whirlpoool," his newest starring vehicle which will have its local run very soon at the Queen's Theatre.

Fast moving and well-knit, the plot concerns the career of Buck Rankin, a small-time carnival owner who, while wedding chimes are still loud in his ears finds himself sentenced to the penitentiary for twenty years on a charge of manslaughter.

His bride, Helen, swears by their live that she will await his release. Realizing the injustice with which this course of action would burden her, Rankin forges the warden's name to a letter informing his wife that he has been drowned in an attempted escape.

At the expiration of his term he assumes a new identity with the help of his former aide, Mac, an amusing hypochondriac, and becomes a mysterious figure, the greatly feared Duke Sheldon, gambling czar and gang leader.

Helen has married a Superior Court Judge, and her daughter Sandra, Sheldon's child, has become a newspaper woman. Sent to interview Sheldon, the girl recognises him as her father from an old picture her mother has preserved

SHOWING TO-DAY

QUEEN'S

AT 2.30, 5.00 7.15 & 9.30 P.M.

REDUCED PRICES NOW IN FORCE

No one but Charles Dickens could have written this tender and moving love story. No one but M-G-M could have given it the marvelous, star-studded production it cried out for!

DAVID COPPERFIELD

With a star cast of 65 players featuring: W. C. FIELDS · MAUREEN O'SULLIVAN MADGE EVANS · EDNA MAY OLIVER FRANK LAWTON · ELIZABETH ALLAN LIONEL BARRYMORE FREDDIE BARTHOLOMEW LEWIS STONE · ROLAND YOUNG

Directed by GEORGE CUKOR, whose previous film success was "Little Women."

Produced by David O. Selznick

THERE IS ALWAYS A GOOD SHOW AT THE

CENTRAL QUEEN'S ROAD, CENTRAL CAR PARK: JERVOIS STREET

& ALHAMBRA NATHAN ROAD, KOWLOON CAR PARK: DIRECTLY OPPOSITE THEATRES

The leader in offering first new picture at the most popular prices

SAME POPULAR PRICES TO ALL SHOWS!

CENTRAL

TO-DAY & TO-MORROW at 2.30, 5.15, 7.20 & 9.30 p.m.

A FASCINATING BREATH-TAKING SPINE CHILLING MYSTERY

MENACE with GERTRUDE MICHAEL PAUL CAVANAGH Henrietta Crosman and John Lodge A Paramount Picture

also BRITISH PARAMOUNT NEWS

— MOST POPULAR PRICES —

Popular Prices: Dress Circle $1.10; Back Stalls 55 cts.; Front Stalls 35 cts.

THURSDAY "DOCTOR X" with Lionel Atwill & Fay Wray

ALHAMBRA

TO-DAY & TO-MORROW at 2.30, 5.20, 7.20 & 9.20 p.m.

WARNER BROS. DRAMATIC HIT! LAJOS ZILAHY'S BRILLIANT STAGE PLAY!

10 GREAT STARS! bring the Screen's Most Stage Success of Two Continents to the Screen!

fire bird

VERREE TEASDALE RICARDO CORTEZ LIONEL ATWILL ANITA LOUISE C. AUBREY SMITH

also BRITISH PARAMOUNT NEWS and a Vitaphone Technicolour Musical

— MOST POPULAR PRICES —

Love $1.50; Dress Circle $1.00 Back Circle 70 cts.; Back Stalls 50 cts. Middle Stalls 35 cts.; Front Stalls 20 cts.

THURSDAY "MENACE"

SEE
GORDON'S
SUMMER FOOTWEAR—
SEVERAL ORIGINAL VARIETIES OF FABRICS ARE INTRODUCED IN OUR NEW STOCK WITH CHARMING EFFECT——
PRICES ARE COMPUTED FROM THE CURRENT HIGH RATE OF EXCHANGE.
EXCEPTIONAL OPPORTUNITY.
GORDON'S LTD.
HONG KONG'S LADIES SHOE SPECIALISTS.

A GOOD BRANDY IS THE CLIMAX OF A GOOD DINNER
call for
"HENNESSY BRANDY"
Obtainable At All Stores
SOLE AGENTS:
L. RONDON & CO., LTD,
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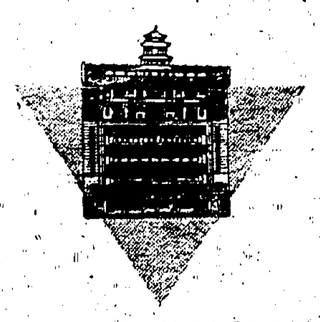
JUBILEE DECORATIONS
WE HAVE PLEASURE IN ANNOUNCING THAT WE HAVE RECEIVED A LARGE SHIPMENT OF CHINESE LANTERNS SPECIALLY MADE FOR THE JUBILEE DECORATIONS.
— Prices extremely moderate —
(Ground Floor)

CHINA EMPORIUM LTD.

JUST RECEIVED.
A fresh shipment of Strings for the following Instruments:—
VIOLIN.
VIOLA.
CELLO.
DOUBLE-BASS.
BANJO.
UKELELE.
HAWAIIAN GUITAR.
MANDOLIN.
We have Strings for all Instruments at prices to suit all purses.
TSANG FOOK PIANO & MUSIC CO.,
Ice House Street. Tel. 24648.

Around the Courts

MUI TSAI CASE

When two women, a widow and her married daughter appeared before Mr. W. Schofield at Central Magistracy yesterday charged with breach of the mui-tsai Ordinance, they were discharged owing to the fact that that the evidence produced proved that one of the defendants was actually supporting the girls instead of engaging them as mui-tsais.

Leung San Yun, 31 years of age, a married woman residing at No. 2 To Li Terrace, 1st floor, Kennedy Town was charged with keeping two unregistered mui-tsais —Lai Yin Yuk, 15 years of age and Lai Yi Hi, 13 years old.

Ko Ng, a 56-year-old widow, at present living with her daughter, was the other defendant, she being charged with bringing into the Colony the two girls in question.

Inspector H. W. Fraser prosecuted while Mr. M. K. Lo appeared for the defence.

The prosecution stated that on March 26 last, lady Inspector Miss Wei Mo Fung was engaged in visiting mui-tsais in the Li To Terrace, when she saw the second complainant in the street holding a dust-bin and asked her who she was. She gave her name as Lai Yi Hi and said she was employed as a mui-tsai by the first defendant. The lady inspector then went with her to No. 2 To Li Terace where she (complainant) was living and arriving there saw the first complainant who was carrying a baby in her arms. On questioning her the lady inspector learnt that she was also engaged as a mui-tsai by the same defendant.

The two complainants stated that their grand-mother had presented them to the mother of her mistress.

Given Education

It was intimated by the defence that Ng Ko, the defendant who was alleged to have brought the complainants down to Hong Kong to engage them as mui-tsais, was a cousin of the grand-mother in question. The girls' mother had died and their grand-mother asked defendant to lend her $80 for funeral expenses. She gave the money which she did not regard as a loan. Five years later the grand-mother of the girls came to Canton where Ng Ko was living and asked her to support her two grand-daughters. After much persuasion she agreed to do so, and the older of the girls had even been given education by her in Canton.

In evidence, the two girls did not say anything about being paid to be mui-tsais or treated as such, although they helped with odd work for the family of the defendant, such as looking after the two baby boys and sweeping the floor.

"ROMANCE" OFF AGAIN

Capt. E. P. Green and his son who are hoping to make a trip to Vancouver on the 26-ton yacht "Romance" left the Colony again, to resume their voyage on Saturday.

The "Romance" sailed from Hong Kong on April 16, but, owing to a leak in the bilge pumps, was forced to return a few days later. A repair has been effected by Bailey's yard.

MORE DOG BITES

A black dog belonging to Mr. L. H. C. Calthrop, Assistant Superintendent of Police, which was kept by Mrs. Parkes of No. 4 Albion Terrace, Kowloon Docks, has been sent to Mataukok for observation as the result of having bitten Mrs. J. J. R. Humble, of No. 3 Tatallion Terrace, Kowloon Docks, at Taiwan Beach on Saturday.

Mr. J. J. Richards reports that on Friday his 5-year-old daughter, Josephine, was scratched on the nose by a Pekingese dog belonging to Mrs. D'Assia, of No. 15 Haven Street. The dog is under observation and the child is being treated at the Government Civil Hospital.

BANISHEE IN TROUBLE

Arrested on Friday at 4 p.m. with some stolen property in his possession, Wong Ying Sang an unemployed banishee was brought before Mr. Schofield at the Central Magistracy yesterday charged with five counts of larceny.

The charges against him related to property consisting of two blankets, two watches, a cigarette case and clothing, to the total value of $45, stolen from No. 360 The Peak, No. 500 The Peak, No. 460 The Peak, No. 2 Mt. Davis Road and No. 14 Bowen Road. The complainants were Wong Ying, Lam Hang, Choi So, Lip Yuen and Ng Cho.

Sub-Inspector McEwan who prosecuted said that after being arrested he took the police to the various addresses, and the complainants were found. Some of the property stolen had been pawned for $12. Defendant's method of stealing was by going round to the backyards of houses and stealing when nobody was in sight. If he was seen, he usually made some excuse by asking for something or someone.

Mr. Schofield imposed a total of five months' hard labour on defendant, and also ordered him to pay $12 or go to prison for a further 14 days' hard labour.

EUROPEAN CHARGED

Pleading guilty to a charge of disorderly conduct Thomas B. M. Connelly, of 13 Hankow Road, first floor was fined $30.00 by Mr. MacFadyen at the Central Magistracy yesterday.

Two Able Seamen of H.M.S. Duncan, E. C. Dawson and F. C. Dennison, were also charged on the same count, but were discharged.

The scene was at Connaught Road near the Star Ferry on Sunday.

Inspector G. A. Stimson appeared for the prosecution and stated that about 6 o'clock on Sunday night the three men hired a taxi at Repulse Bay and told the driver to go to the Star Ferry, first defendant wanted to sign a chit for the taxi, but the sailors wanted to pay, so they had a bit of a fight between themselves. Sergeant Galvin came along and attempted to intervene, and telephoned to the Central Police Station. In the meantime the men boarded a ferry which was about to leave for Kowloon, so Sergeant Galvin telephoned to the Water Police Station.

The ferry on which the defendants were travelling was met, on its arrival at Kowloon, by policemen from the Water Police Station and the men were arrested.

It was alleged that first defendant was under the influence of liquor at the time, and he became abusive and insulted the sergeant on duty in the Charge Room of the Water Police Station.

Connelly pleaded guilty and said that he was responsible for all the trouble as he wanted to sign the chit but his other two friends was going to pay for the taxi fare. He was fined as above.

TRADE MARK CASE

Judgment in the vegetable oil trade mark case was given at the Central Magistracy yesterday morning, when Noroz Khan Ros. No. 93, Austin Road Kowloon and the Jhelum Stores No. 269, Des Voeux Road West, who were summoned by Malak Chand, proprietor of the Indian Stores, No. 46, Queen's Road East for an alleged breach of the Trade Marks Ordinance, were discharged. It will be recalled that the defendants were alleged to have had tins of Pure Vegetable Products "Mango Brand" to which a false trade description had been applied, for sale.

Mr. D. L. Strellett appeared for the complainant and Mr. M. A. da Silva was for both the defendants.

Mr. Schofield dismissed the case and ordered the parties to pay their own costs and also ordered that the words "Imported by the Indian Stores" should be obliterated by the defendants to the satisfaction of the complainant.

* * *

A man Chan Yung, aged 88, caused much laughter in the Kowloon Magistracy yesterday when he appeared before Mr. Wynne-Jones charged with begging in Shanghai Street. He said he was a beggar and must keep moving. He had been to Canton and Macao but as the latter place was "so small" he came here. He admitted that he had previously been sent to Namtao by the local Government, and expressed a wish to return to Macao. "It is a hard thing to say whether I will miss out Hong Kong on my next tour," he remarked. A grant of 50 cents from the Poor Box was made to the old man.

* * *

Pleading guilty before Mr. Wynne-Jones in the Kowloon Magistracy yesterday to the theft of an oil fitting from the Standard Oil Company Installation, Laichikok, Lau Leung, 24, unemployed, was sent to prison for one month. Inspector Ellis prosecuted, and stated defendant was employed at the place as a casual labourer.

* * *

Charged before Mr. Wynne-Jones at the Kowloon Police Court yesterday with soliciting for an immoral purpose in Nathan Road, a woman, Chan Sze, was bound over. Sergt. O'Connell stated that she accosted him on Sunday night and asked him to go home with her. She told him she wanted to marry a European, as she had no food.

* * *

The fluctuation of the Hong Kong dollar kept Tao Man Lee, manager of the Bank of Communications, from attending the Kowloon Magistracy yesterday when Chan Kau pleaded guilty before Mr. Wynne-Jones to the theft of a camera from the complainant's residence, 299, Prince Edward Road. Inspector Portaillon stated that the defendant was formerly employed as a watchman when the house was unoccupied. Six weeks' hard labour was imposed. Complainant's representative appeared in his stead.

* * *

For stealing five pairs of silk socks from the China Emporium on Sunday, Wong Yau, aged 55, unemployed, was sentenced to one month's hard labour by Mr. Macfadyen at the Central Magistracy yesterday. Sub-Inspector Russell said defendant was walking about inside the shop, and was seen by a shopwalker to pick up socks.

* * *

A remand of 24 hours was granted at the Kowloon Magistracy yesterday when Yum Pong, 27, unemployed, pleaded guilty to the theft of a radiator cap from private car, No. 3178, in Dundas Street. The owner was Chan Yik Li, a clerk residing at 578, Nathan Road, third floor. Inspector Shannon was for the prosecution.

* * *

Seen to take a wallet from the pocket of Ho Ming, a dealer, at 8.45 on Sunday night, Kwok Chuen, aged 32, unemployed, was arrested and brought before Mr. Macfadyen at the Central Magistracy yesterday, when he was sentenced to two months' hard labour. Sub-Inspr. W. Russell said defendant was seen walking amongst a crowd who had gathered around a medicine dealer at Bonham Strand East. He put his hand into complainant's left hand jacket pocket and extracted a wallet. The value of the wallet and its contents was $2.90.

POLICE OFFICER RETIRING

Insp. McLellan

The Hong Kong Police Force will be losing one of its most able officers in the person of Inspector John McLellan who leaves on retirement for Home next Saturday, after 22 years' service in the Force.

A native of Tomintoul, Banffshire, Scotland, Inspector McLellan was born in 1890 and before joining the local Police Force served in the Fifeshire Police Force in Scotland.

He came out to the Colony in November, 1913. In March, 1917, he went to the Front and returned in August 1919. He was promoted Sergeant in February, 1925, Sub-Inspector in January, 1932, and Inspector in August, 1933.

He was awarded the Fourth Class Medal for exceptionally good work in the Wanchai Division during the anti-Japanese riots.

His present post is that of Divisional Inspector East.

DONATIONS

Sir William Peel Fund

The treasurers of Sir William Peel Fund for the Protection of Children have received the following further donations:—

Previously acknowledged	$14,986
Mr. Li Koon Chun	25
H.K. Tramways Ltd.	100
Mr. Li Ping	100
Rev. Sister Luigia	20
Staff and Pupils of Queen's College	50
The St. Joseph's College	40
Mr. H. K. Hung	25
Mr. W. Schofield	20
Messrs. Caldbeck, MacGregor and Co., Ltd.	100
Mr. Kong I. Sun	25
	$15,491

ARABIAN REFUSAL TO ABYSSINIA

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Milan, Apr. 28.

"Corriere della Sera" claims that the Emperor of Abyssinia recently sent a delegation to Arabia in order to solicit King Ibn Saud's support against Italy but that Ibn Saud refused point blank to take sides in the Italo-Abyssinian conflict.

The paper adds that the Abyssinian delegation thereupon continued its journey to Europe.—*Transocean Kuo Min.*

CORRESPONDENCE

[*All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.*—Ed.]

World Council of Youth

[To the Editor, "The Hong Kong Daily Press"]

Sir,—The World Council of Youth announces in 1935 for August, the first week, a Pacific Area Student Conference to be held in Baguio, the Philippine Islands.

Delegates of all races, backgrounds, nationalities, creeds, and beliefs are invited from the countries of the Pacific to confer on the problems which face the world today.

You will agree that it is essential that we, as young people, begin now to confer on problems which we must face as responsible members of our respective communities and nations.

This preliminary announcement will be followed at frequent intervals by more detailed information.

Because the World Council of Youth is very interested in these fields and in youth, we ask that you have a part in these preparations.—Yours etc.

ANNE MOTT-SMITH,
Hawaii Secretary.
Hong Kong, April 7, 1935.

WANTED!

An Agent For Bagpipes

In to-day's issue there appears on the "Smalls" advertisement page a rather unusual announcement. It takes the form of a request by an old-established Scottish firm of Highland Outfitters and Bagpipe Makers for someone in touch with Caledonian Societies and Pipe Bands to come forward for appointment as their Sales Representative.

Here, surely, is an opportunity for "Chieftains o' the (we almost said 'puddin') race" to show in a practical way that the "land o' the Haggis" still finds a warm corner in their hearts. Anyone in touch with such societies and Bands who desires what may prove to be a remunerative appointment should make a point of at least reading this request from the homeland.

LABOUR FESTIVAL IN ITALY

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Rome, Apr. 28.

Mussolini's rousing speech to an immense crowd filling the Piazza Venezia was the culminating feature of the national labour festival celebrated on Sunday throughout Italy. The solidarity of brain and manual workers furnished the main theme for the Duce's utterances in the course to be drawn between two categories, was exclusively theoretical.

"The day will come," said the Duce, "when the so-called intellectual workers will feel the need using their hands in order to get into contact with the matter which must be mastered and which brings in wealth and power." The academy of Italy previously held a reception at which the King was present and during which various prizes for scientific achievements were distributed.—*Transocean Kuo Min.*

SILVER JUBILEE
HAVE YOU PAID YOUR DOLLAR?

THE CRIMINAL SESSIONS

Open With Ainsworth Trial

CHINESE RACING MOTORIST IN WITNESS BOX

Abraham Edward Ainsworth, a 34-year old employee of the Star Ferry and former ex-naval heavyweight boxer, was charged before His Honour the Chief Justice, Mr. A.D.A. MacGregor at the Criminal Sessions yesterday with the manslaughter of a Chinese male named Ma Ho Tai by knocking him down on February 1, with a Ford V.8 at the Nathan and Jordan Roads crossing.

Mr. J. A. Fraser, Assistant Attorney General, appeared for the Crown, and the accused, who pleaded "not guilty" was represented by Mr. H. C. Macnamara, instructed by Mr. J. M. d'Almada Remedios.

The following jury was empanelled. Messrs. J. Smith (foreman), G. F. Santos, Ma Kwok Hong, Sverre Odland, W. M. Bitter, G. H. Stewart and C. L. Rocha.

"The Greater The Speed —"

Mr. J. A. Fraser, Assistant Attorney General, conducted the case for the Crown and intimated that an important point of contention would be whether deceased was about to walk straight across Nathan Road just north of the crossroads, as the Crown would seek to prove, or whether he was crossing Nathan Road obliquely from the traffic island in the centre of Jordan Road east.

At the outset, Mr. Fraser remarked that the case had attracted considerable public attention and it was important that the jury should exclude from their minds anything heard or read outside the Court.

The Jury were provided with elaborate plans of the road.

Continuing, Mr. Fraser said the prisoner was alleged to have driven his car in Nathan Road at a rate which he knew was dangerous. Prisoner had obtained his driving licence some seven months before the accident and was accustomed to drive a Chevrolet car. On the day in question, however, he left the Star Ferry in a Ford V-8, which he was trying out. He had driven this car twice previously, but it was common ground, as accused would admit himself, that he was not so familiar with that car and was not quite so comfortable in it as in his own.

ATTRACTED ATTENTION

At 4.40 p.m. Ainsworth drove past Wallace Harper's garage at a high speed which attracted the attention of spectators, who estimated his speed at 45 m.p.h. He slowed down slightly nearing the controlled area, but his speed was still greatly in excess of 20 m.p.h. A cyclist who was riding in front of the car and was turning from Nathan Road right into Jordan Road was knocked off his machine. A pedestrian who was about to cross the road from the driver's left was knocked down and killed.

The car swerved into the traffic Island in the centre of Nathan Road, and the damaged running board, produced in Court, showed that the collision assisted in stopping the car. An examination revealed that the right rear nearside brake applied earlier than the other brakes, and this caused a skid mark 97 feet long.

GIVEN EVERY FACILITY

Mr. Macnamara here objected to a reference to police tests of the car showing the pronounced swerve on application of the brakes, saying that the defence were not informed that tests would be made.

The Chief Justice said he could not say that the evidence was inadmissible at this point merely because the defendant was not present.

Mr. Fraser said the accused was given every facility of making further tests with his own mechanic if he wished, but that advantage was not taken of until nearly two months after the accident.

Referring to statements of the accused, counsel said that he had told the police that he saw a Chinese man about 75 feet in front of him and blew his horn. The pedestrian took no notice, but, on a second warning, he ran across the path of the car. Ainsworth applied his footbrake swerved to the right, he did not know what part of the car struck the man.

SENSITIVE ACCELERATOR

At the inquest, the prisoner said that he was going about 35 m.p.h. but slowed up on entering the controlled area. The pedestrian changed his direction and came straight at him. At first when he put on the brakes, the car did not take control. On one occasion before he had had difficulty, as he had put his foot on the accelerator instead of the foot-brake. The accelerator was very sensitive. He might have put his foot on the accelerator on this occasion and he might not have done so. He was not in a hurry and he had been given to understand that the car was in very good condition.

Mr. J. H. B. Lee identified the documents relating to the inquest.

Mr. M. I. De Ville, surveyor, proved the plans and said the width of Nathan Road was 70 feet, and there were trees from six to seven feet from the pavement. The distance from Wallace Harper's garage to the cross roads was 113 yards.

DOUBLE-FINGER TEST

Dr. K. H. Uttley, of Kowloon Hospital, gave evidence of the injuries, and said he examined prisoner for signs of alcohol. Ainsworth successfully did the double-finger test, stood with his eyes closed without any body tremor, and touched his toes with his fingers without difficulty. These were negative signs. As to positive signs, he could say that Ainsworth's eyes were very slightly suffused, and there was trace of alcohol in his breath. Witness inferred, therefore, that he had probably had a drink of beer, but that he was not suffering from any effects thereof.

Acting Crown Sergeant Moran gave evidence of Police photographs.

Tung Li said he was instructed by the police to photograph the cross roads. In reply to Mr. Macnamara, he said the dark patch shown in the photograph must have been on the road, but he did not know to what it was due. He could not say whether it was blood.

Mr. Macnamara said he would give evidence that it was a patch of blood.

Hueng Foh, of 32 Haiphong Road, the cyclist who was knocked from his machine by the car, deposed that the car was travelling very fast and that he did not hear any horn.

CAR CAREERED

Mr. C. C. Ah Chee, a retired merchant, of 783, Nathan Road, said that on the afternoon in question he was standing outside Messrs. Wallace Harper's Garage having his own car attended to, when he heard the sound of an on-rushing car. He looked up and saw it was coming from the Austin Road end, and estimated the speed at 45 miles per hour. Since 1914 he had been driving cars of various makes in New Zealand and Australia and had taken part in speed contests.

He watched for the red tail light of the car when it was approaching the controlled area, and saw it was not on. He then paid no more attention to it until he heard the squeaking of tyres and skidding.

The car careered and seemed to witness to have swerved slightly to the right and struck the refuge. Just before the car struck the refuge, he saw an object flying on the left side of the car and simultaneously saw a cyclist sprawling towards the right side.

Cross-examined by Mr. Macnamara, witness said that it was quite possible that he did not see the red tail light was on as it was in broad day light.

BRAKES AT FAULT

Mr. L. Houghton said that he was at Messrs. Wallace Harper's Garage when he saw the car passing at great speed which he estimated to be at 45 miles per hour.

Technical evidence in regard to the car was then given by Mr. Wallace Harper who said that he examined the vehicle shortly after the accident and found that the brakes had not been properly adjusted. As the result they caused the car to swerve to the right when they were suddenly applied. The greater the speed the greater the swerve.

In reply to Mr. Macnamara, witness said that the brake pedal and the accelerator pedal were adjacent to one another. If a person were to apply the the brakes suddenly it was possible that he might have put his foot on both pedals. By the damage to the running board, the car must have been traveling at a great speed when it struck the concrete post. Even if accused had driven the car on only two occasions he should have found out that the brakes were defective.

TWO SKID MARKS

According to the skid marks on the road it was possible that they were made through accused trying to avoid the deceased when the latter first went in one direction and then changed his mind.

Traffic Sergeant T. McInnis said that he went to the scene of the accident and found there were two skid marks, one of which was 97 feet long.

After further evidence the case was adjourned until 10 o'clock this morning.

REDUCING THE CAPITAL

Application In Court

On the application of Mr. F. C. Jenkin, K.C., instructed by Mr. M. H. Turner, of Messrs. Deacons, His Honour the Chief Justice, Mr. A.D.A. MacGregor at the Supreme Court yesterday afternoon confirmed of capital for the reduction of capital of the Hong Kong and Whampoa Dock Co., Ltd., from $10,000,000 (divided into 200,000 shares f $50 each of which 67,640 have been issued as fully paid) to $7,294,400 dividerd into 132,360 unissued shares of $50 each and 67,640 fully paid issued shares of $10 each.

Mr. Jenkin said that from the affidavit of Hon. Mr. W. H. Bell, the chairman of the Company, it was found that the capital assets of the Company to the extent of at least $4,805,600 had been lost. To meet this position he asked the Court to sanction the reduction of capital which had been issued from $50 per share to $10 per share which would account for $2,705,600.

"AT HOME"

Japanese Emperor's Birthday

A large and distinguished gathering was present at the residence of the Consul General for Japan Mr. K. Midzusawa yesterday morning when an "at home" was held to mark the anniversary of the birthday of His Imperial Majesty, the Emperor of Japan. Among those present were: Capt. R. F. Walter, A.D.C., representing His Excellency the Governor, Sir Thomas Southorn, K.B.E., C.M.G., Colonial Secretary; Commodore C. G. Sedgwick, D.S.O., R.N., and Mrs. Sedgwick, Hon. Mr. N. L. Smith, Hon. Mr. E. Taylor, Hon. Sir Henry Pollock, K.C., LL.D., Hon. Sir William Shenton, Hon. Mr. T. N. Chau, Herr H. Gipperich, Consul General for Germany; Mons. R. Soulange-Teissier, Consul General for France; Mr. D. Burlingham, Inspector General of Police; Mr. C. G. Perdue, D.C.I.D.; Mr. T. Kohri, Vice-Consul for Japan; Mr. Manuel Rivera Iglesias, Consul General for Peru; Mr. F. Alegre, Consul General for Panama; Mr. F. Bonachea, Cuban Consul; Capt. V. C. Davis, V.C., R.N., Mr. and Mrs. Kawazu, Messrs. K. Manda, Nakamura, G. Kishinami, and A. Ashikaga.

Proposing the toast of His Majesty King George V., the Japanese Consul General said that by their attendance at the reception, even in the face of such inclement weather, the gathering had shown their goodwill and friendly feeling toward his mother country and it afforded him great pleasure to ask the gathering to drink to the health of the King.

The toast of "His Imperial Majesty of Japan" was proposed by Commodore Sedgwick.

All warships were dressed in port yesterday for the occasion and an exchange of salutes between the British warship and the Japanese warship Saga and the U.S.S. Tulsa was fired.

GOOD YEAR REVIEWED

The Philharmonic Society

The annual general meeting of the Hong Kong Philharmonic Society was held at the St. John's Cathedral Hall last evening when the President, Professor W. Brown reported that the past season had been a successful one.

Professor Brown said:

The past Season may fitly be described as one of cautious experiment and mild adventure. When I accepted office a year ago our financial position was to say the least, disquieting. Of the previous six Productions tabulated in the Accounts dated 14th. April, 1934, only one had made a profit, while the remaining five showed an average loss of $1,200 (round figures).

The year's working shows a net profit of $1,360, so that last year's deficit of $400 has been replaced by a surplus of $960. So far as I am aware, no such satisfactory figures have been presented on any occasion since my first connection with the Philharmonic in 1924.

Of course, our Society is not a commercial undertaking. We are concerned with finance only in so far as it affects our primary interest in vocal and instrumental music.

MERRIE ENGLAND

The concert version of "Merrie England" proved, as was to be anticipated, a popular and therefore also a financial success. "Hiawatha" was more ambitious, made much heavier demands on Chorus, Principals, Orchestra, and Conductor, while having less popular appeal,—too high-brow, as some have thought, for Hong Kong audiences. Also, we had to contend with a variety of abnormal perplexities — difficulties about securing the China Fleet Club theatre, about avoiding clashes with other events over which we had no control. Then we suffered by the departure of Mr. Trowt before the public productions were due, and lost valuable time at a critical period by the tragic death of Bandmaster Burnett. The tide seemed for a while to be setting dead against us, but it turned again in our favour when we secured the services of our present Conductor, Mr. Yule taking command at the eleventh hour worked wonders in the brief time at his disposal. In view of all the obstacles to which I have made allusion, I was genuinely and agreeably surprised when "Hiawatha" was found not merely to have covered expenses, but to have produced a small but welcome profit.

THE FUTURE

And now, what of our immediate future?

Our members are still divided in opinion regarding the contrasted merits and attractions of the stage and the concert platform. Each type of production has its pros and cons. Neither can claim all the virtues, and neither calls for apology. A year ago we had no option but to put financial considerations first, and to rule out costume shows because foredoomed to financial failure. It may be that in the altered circumstances of to-day, a good comic opera or musical comedy might pay its way, if we can get one of the local picture theatres on greatly reduced terms, and if we attempt only 2, or at most 3, performances, on judiciously selected dates.

THE ACCOUNTS

And now, as regards the Accounts before you: I have already commented on their generally satisfactory nature; but I might add that since 31st. March, when these accounts were closed, our financial positon has still further improved. I understand that a large fraction of the sum given under "Sundry Debtors" has already been converted into hard cash at the Bank. Also our liabilities are now known to be slightly less than the estimate given, in the Balance Sheet.

On demitting office, I welcome the opportunity of recording my admiration for the work done by all members of the Committee during the past year. There has been abundance of work for all, but naturally special burdens have fallen on those with special duties, for example, the Hon. Secretaries (including Miss Finlay as special Orchestral Secretary), and the Honorary Treasurer.

My last personal act before fading from the picture is the pleasant one of presenting you with a new Vice-President in the person of Mr. T. A. Martin, A.C.A. With his musical abilities, and special knowledge of finance, he is just the kind of person the Philharmonic should welcome very cordially. I hope yet to see him taking an active official part in the Society's affairs.

The Report and Statement of accounts were adopted unanimously.

ELECTION OF OFFICERS

The folowing were elected officers for the ensuing year:

President:—Dr. D. J. Valentine.

Hon. Secretary:—Mr. H. J. Best.

Hon. Treasurer:—Mr. H. M. Cockle.

Hon. Conductor:—Bandmaster A B. Yule.

Committee:—Mrs. R. A. Starling, Mrs. D. M. Richards, Mr. R. A. Starling and Mr. Spencelayh.

It was decided to leave the matter of productions for the coming season in the hands of the incoming committee who would report to the members of their selections.

At the conclusion of the meeting, Dr. Valentine proposed a hearty vote of thanks to the retiring President and the outgoing Committee.

H.K. POLICE RESERVES

(ORDERS BY MR. D. BURLINGHAM, I.G.P.)

POLICE STORE

Police Store will be open to members of the Hong Kong Police Reserve every day this week except Tuesday, April 30, 1935.

SILVER JUBILEE CELEBRATION

All ranks of the Hong Kong Police Reserve will parade as under:—

Chinese Company: Will report for duty as ordered:—May 6, 40 men; May 7, 20 men. Dress :White Uniform, Sunhats, Belt with Brace and Truncheon.

Indian Company: Will report for duty as ordered:—May 6, 30 men; May 7, 15 men. Dress: White Uniform, Sunhats, Belt with Brace and Truncheon.

Flying Squad: Will report for duty as ordered:—May 6, 18 men; May 7, 18 men; and May 8, 12 men. Dress: White Uniform, Sunhats, Belt with Brace and Truncheon.

Emergency Unit Reserve: All members will parade at Supreme Court at 19.00 hours sharp on May 6 and 7, 1935. Dress: Khaki Tunic, Khaki Shorts, Puttees, Belt with Brace, Holsters, Revolvers and Cap with Khaki Cover.

Chinese Company

White Uniform: All members who are not in possession of White Uniform must communicate at once with their Equipment Officer.

Training Course (Part II.):—All recruits of the Chinese Company who have not yet passed Part II. of Training Course will attend at the Chinese Company Headquarters on Tuesday, April 30 at 17.30 hours for instruction.

Harbour Patrol:—All members taking this Course will report at Tsim Sha Tsui Police Station at 17.15 hours on Wednesday, May 1 for instruction under Sub-Inspector Wright.

Training Course (Part III.):—Members of the Chinese Company will attend at the Kennedy Road Range on Thursday, May 2 at 17.15 hours to fire the Part III. Revolver Course under Sub-Inspr. Ritchie. Only those detailed will attend.

Morse Signalling Class: All members of the Morse Signalling Class will attend at the Chinese Company Headquarters on Friday, May 3 at 17.30 hours for instruction.

Indian Company

White Uniform: All members who are not in possession of White Uniform must communicate at once with their Equipment Officer.

Flying Squad

White Uniform: All members who are not in possession of White Uniform must attend Police Store at once.

Emergency Unit Reserve

Khaki Uniform: All members who are not in possession of Khaki Uniform must attend Police Store at once.

D. L. KING,
D.S.P. (R.).

Hong Kong, April 29.

EARTHQUAKE IN THE AZORES

(Special to the "Hong Kong Daily Press" (Copyright).]

Lisbon, Apr. 28.

The Azores were shaken by a violent earthquake on Saturday evening. One person was killed according to the first reports which add that numerous buildings were destroyed or badly damaged.—

Translation Kuo Min.

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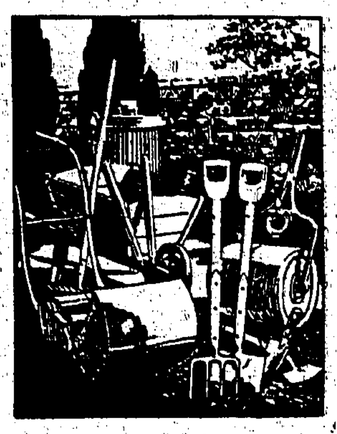

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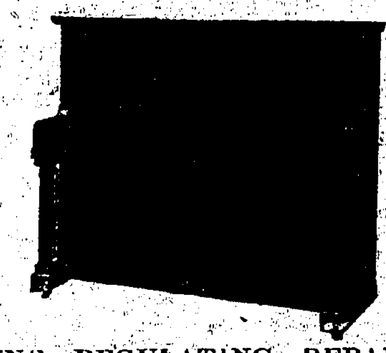

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NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY LIMITED, ASSOCIATED WITH CABLE & WIRELESS, LIMITED.

Senders of telegrams are hereby notified that from 1st May, 1935, and until further notice, the charges for telegrams will be collected at the reduced rate of Dollar 0.65 to equal Gold Franc 1.00.

[3477

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Jacobean Room, 1st floor, Hongkong Hotel, Pedder Street Hongkong, at **12.15 p.m.** on **TUESDAY**, the **30th** day of **April, 1935**, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended 31st December, 1934, electing Directors and Auditors, and for the transaction of any other Ordinary business of the Company.

NOTICE is also hereby given that the TRANSFER BOOKS of the Company will be closed from **Saturday**, the **20th April, 1935** until **Tuesday**, the **30th April, 1935**, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board,
D. L. KING,
Secretary.

Hongkong, 15th April, 1935.

[3435

THE MACAO ELECTRIC LIGHTING COMPANY, LIMITED.

NOTICE is hereby given that the Twenty-fourth Ordinary Annual General Meeting of the Shareholders of the Company will be held at the Offices of Messrs. Lowe, Bingham & Matthews, Mercantile Bank Building, Second floor, Hong Kong, on Thursday, the 2nd day of May, 1935, at 11.30 a.m.

The Register of Members will be closed from the 25th day of April to the 2nd day of May, 1935, both days inclusive.

By Order of the Board of Directors,
JOHNSON, STOKES & MASTER,
Secretaries.

Hong Kong, 15th April, 1935. [3437

THE HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 4th MAY, 1935, commencing at 2.00 p.m.

The First Bell will be Rung at 1.30 p.m.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 29th April, 1935.

[3476

UNIVERSITY OF HONG KONG

NOTICE.

SCHOOL CERTIFICATE EXAMINATION—JUNE 1935.

THE following scholarships, further particulars of which may be obtained from the Registrar, will be awarded on the results of the School Certificate Examination:—

(1) Three King Edward VII Scholarships of the Value of £40 per annum, open to British subjects only.

(2) One Belilios Medical Scholarship "A" tenable in the Faculty of Medicine of the value of $40 for the first year and $70 for the second year of tenure.

(3) One Hong Kong Government Educational Scholarship, open for **BOY** candidates from Hong Kong Schools.

(4) Open Hong Kong Government Educational Scholarship, open for **GIRL** candidates from Hong Kong Schools.

(5) A limited number of Hong Kong Government Studentships in training, open for candidates from Hong Kong Schools.

(6) Two Montargis French Prizes of the value of $30 each.

Candidates for the School Certificate Examination who have not yet entered for scholarships, are requested to do so in writing, addressing their applications to the undersigned.

W. B. FINNIGAN,
Registrar.

25th April, 1935. [3471

ADVERTISEMENTS.

NOTICE.

IT is hereby notified that sealed tenders, in triplicate, will be received at the Colonial Secretary's Office, until Noon of Thursday, the 9th day of May, 1935, for the supply and delivery of Asphaltum, required by the Public Works Department, for the period 1st July to 31st December, 1935.

For Specifications and Forms of Tender, apply at the Office of the Superintendent, Accounts and Stores, Public Works Department, from whom further particulars can be had on application.

R. M. HENDERSON,
Director of Public Works.

[3475

MUNICIPAL NOTIFICATION

No. 22/35.

BRITISH MUNICIPAL COUNCIL DICKINSON SCHOLARSHIP

THE British Municipal Council, Tientsin, has decided to establish a scholarship in the Tientsin Grammar School to be known as the "Dickinson Scholarship" in memory of the late J. M. Dickinson, Esquire.

The Council desires that friends and acquaintences wishing to contribute to the scholarship fund should be given an opportunity to do so.

Those who desire to assist in the word of establishing the scholarship may send their contributions marked "Dickinson Scholarship Fund" to the undersigned: names of contributors will be published in due course, through the medium of the press.

By Order,
H. F. BARNES,
Secretary & Engineer,
British Municipal Council,
Tientsin.

Council Room,
TIENTSIN, April 16th, 1935.

[3461

BIRTHS

ARBEY.—At Alexandrette, Syria, to Captain and Mrs. Arbey (née Puthod), the gift of a son.

SMITH.—On April 22, 1935 at Country Hospital, Shanghai, to Mr. and Mrs. H. David Smith, a son.

RAMSDALE.—On April 23, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. Douglas Ramsdale, a son, Gordon William.

MARRIAGE

WILSON—WRIGHT.—On April 23, 1935, at H.B.M. Consulate-General, before Mr. A. D. Blackburn and at the Union Church, Shanghai on April 18, 1935, by the Reverend John Darroch, assisted by the Reverend H. G. C. Hallock, Mabel Alice, daughter of the late Mr. and Mrs. A. Wright, to Stewart Robert, son of Captain Albert O. Wilson, secretary of H.B.M. Consulate, Harbin, and Mrs. Wilson of West Lothian, Scotland.

ENGAGEMENT

THE engagement is announced between A. C. Meredith, of the Hong Kong and Shanghai Banking Corporation, youngest son of the late Mr. John Meredith and of Mrs. Meredith, of Windsor, and Elizabeth Joan, daughter of Mr. and Mrs. Norman Lloyd, of Sanderstead.

DEATHS

ALLEN.—On April 8, 1935, at Woodchester, Gloucestershire, Edith, widow of Clement F. R. Allen, H.B.M. Chinese Consular Service, and daughter of the late Reverend Robert Wedgwood, aged 81 years.

RANDLE.—On April 9, 1935, at 30, Woolstone Road, Forest Hill, Ellen, widow of Horace Randle, M.D., formerly of China and Acton.

YANGTZE COLLISION SEQUEL

Shanghai, April 29.

Three officers of the steam launch Lian have been arrested in consequence of the sinking of the vessel on the Yangtze in December after collision with the s.s. Wanhsiang with loss of over 200 lives. The men will be charged in the Hankow District Court with negligence.

At the time the Lian was under charter by the Ministry of War and was transporting military recruits.—*Reuter.*

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The Daily Press.

Hong Kong, April 30, 1935.

SEGREGATING THE SEXES

According to a Reuter message received on Sunday the "segregating the sexes" movement which originated in Canton has spread to Peiping where the Mayor, Mr. Yuan Liang, has been reported to have ordered the "cessation of all co-education in the middle schools in Peiping." He has also instructed the Social Welfare Office of the Municipality to see that the landlords "do not let rooms in the same courtyard to men and women." Mr. Liang explains that the orders are "issued in accordance with the New Life Movement" and adds that it is contrary to good morals for men and women to live in the same courtyards even if they occupy different rooms. Coming at a time when it is generally accepted that China has at long last fallen in line with some of the codes and habits of the West, these "instructions" from the South, and then the North of China, must provide food for a certain amount of thought for the foreigner. Quite apart from that, however, some of the vernacular papers are up in arms against Mr. Liang's proposals, and while we are in no way attempting to tell the Chinese people how their country should be managed, we feel that the Mayor's instructions, if carried out, will have an injurious rather than the desired effect which we presume is to "improve the morals of the people.

In the East, more particularly in India and China, the masses are apt to be narrow-minded and it has taken no little time to even persuade them to allow their womenfolk to attend schools. That difficult task having been accomplished, China soon forgot that education was "for men only" and for sometime now we have seen the fair daughters of Cathay take their places along with the sterner sex in almost every walk of life. Thanks to the example set by the more well-to-do families, the poor classes, not without reluctance, began to grant their women-folk "certain privileges" and there is no doubt that this has had but one effect—that of setting a higher standard of morals for all concerned. Now, just as it appears that the corner has been turned, comes this announcement of Mayor Liang and in the interests of the country we hope that it will not be brought to effect. It may be that Mr. Liang was prompted to action by one or two cases of "bad behaviour" in schools where co-education is carried out or in places where men and women mix freely. If that should be the case the Mayor would do well to bear in mind that these "irregularities" occur even in the best conducted countries and no amount of supervision will be able to stamp out the evil. On the other hand too rigorous control might drive the youth of the country into "open rebellion," or what would be even much worse, it might have the result of the younger generation growing up with an entirely mistaken outlook on life.

CHINA'S TRADE WITH INDO-CHINA

Shanghai, Apr. 29.

Chinese businessmen visiting Indo-China have completed arrangements with the authorities for signing a temporary agreement regulating tariffs on imported Chinese goods according to a despatch to the "Shun Pao." Meanwhile they are continuing negotiations aiming at a commercial treaty between the two countries.—*Reuter.*

AMERICAN ECONOMIC MISSION

Shanghai, Apr. 29.

Part of the American Economic Mission, including the leader, Mr. J. Cameron Forbes, left for Canton by air this morning. The remainder will leave tomorrow.—*Reuter.*

OBITUARY

Lord Gladstone Of Hawarden

London, Apr. 28.

The death of Lord Gladstone of Hawarden, first Baron, and third son of the famous statesman, Rt. Hon. W. E. Gladstone, was announced to-day.—*Reuter.*

Born in 1852 and educated at Eton and King's College, London, he ultimately became senior partner of Ogilvy, Gillanders and Co., London and Liverpool, and of Gillanders, Arbuthnot and Co., Calcutta, in which he remained for thirty years, and he was for many years a Director of the P. and O. Steam Navigation Company. His public service was rewarded with a title in 1932.

He entered the East India House of his uncle, Robertson Gladstone, of Liverpool, and of his grandfather, Sir John, in 1871. He was in Calcutta, with intervals in England, from 1874-89, and acted for some time as private secretary to his father, who was then at the height of his power. One of his most outstanding services to his country was achieved while he was a member of the Royal Commission on Indian Finance and Currency, 1913.

He was Lord Lieutenant of Flintshire and President of the Territorial Army Association in 1915, amongst other official posts.

Lord Gladstone was Treasurer of the National Library of Wales and President of University College, North Wales.

Lord Hyde

London, April 29.

Lord Hyde, elder son of the Earl of Clarendon, Governor-General of Union of South Africa, received a fatal wound near Kimberly on Saturday when the straps of his field glasses caught on the trigger of his rifle.

Lord Hyde who was 28, was godson of His Majesty the King and a young man of brilliant promise.—*British Wireless.*

Sir Alexander Mackenzie

London, April 29.

Sir Alexander Mackenzie, distinguished British composer, died yesterday at the age of 87.—*British Wireless.*

Mr. Alfred Dupont

Jacksonville, Apr. 29.

The death is announced of Mr. Alfred Dupont, head of the famous armament firm in America.—*Reuter.*

ARMAMENTS FOR RUMANIA

New Contracts

[Special to the "Hong Kong Daily Press" (*Copyright.*)]

Bucharest, Apr. 28.

An extensive new Rumanian armaments programme has been approved by the national defence council which met here with King Carol presiding and with the entire Cabinet and several high officers of the army as well as the former premiers, Professor Mironescu, General Valtoyano and Dr. Anghelescu attending.

The new defence programme of which details are not divulged is to be carried out within the period of several years and a definite scheme for financing it is already drawn up, envisaging an internal armaments loan and new taxes.

Immediately after the meeting of the defence council, Premier Tatarescu signed a new contract with the armaments firm, Skoda, and which calls for deliveries of the total amount of 3½ milliard lei while additional orders are to be placed with Vickers and the Roumanian Reschitza works.

The transfer negotiations which have been conducted in this connection with Czechoslakia have been brought to a successful conclusion, according to an announcement by the Finance Minister, Tonescu.—*Transocean Kuo Min.*

WRITER FINDS CITY DISAPPOINTING

"White Peril" Has Swamped Shanghai

Shanghai, April 26.

Miss Dorothy Black, novelist and short-story writer, has come from England to see China, and for three days she has been searching for China through the streets of Shanghai—in vain.

"Shanghai is a disappointment," she said. "Shanghai is debauched—that's the only word for it. I was brought up to believe in the Yellow Peril. Some day, they told me, the world would be swamped with China, and I have always lived in dread of that day. Well, I've seen Shanghai, and I have changed my mind. The Yellow Peril can't be as deadly as the White Peril. Nothing China might do to us can be half as bad as what we've done to China! Everywhere I go, I see little yellow Garbos and dusky Clark Gables. I have tried and tried to buy a Chinese lantern and all I can find are the things we pay ten cents for in the Woolworth stores—but here they cost a dollar. But of course that isn't the worst. We've taught them to want shoddy things instead of their own beautiful inventions.

"I shall cherish to the end of my days the memory of a man I saw yesterday in a beautiful blue robe. He had a nice round face above it, and over all he was wearing a doggy cap pulled down to one side, a la Douglas Fairbanks!"

Changes the Background

Miss Black arrived in the s.s. Naldera. She is travelling for recreation; she makes a trip every year and she is very fond of the East, having lived eight years in Burma. This is her first trip to China, and she was most favourably impressed with Hong Kong. She admits that travelling helps her in her work.

"It changes the background," she said. "I make my stories from what I see, but everything is so changed by the time it appears that it is unrecognizable. Someone might make a remark, for example, and from that remark I make an entire story. I believe nothing gets over without a spice of truth in it. Of course one must be creative, but there must be some foundation to build on. You can't spin like a spider, out of nothing. This doesn't mean that I approve of using people outright, or that I believe in making fun of those who've been my hosts. That's merely impolite reporting, and not the same thing at all. I travel to get threads for my tapestry. A writer is only a sort of weaver."

A Double Life

Miss Black has written for publication since 1924. Her short stories have appeared in many magazines, chiefly the "Saturday Evening Post," and among her novels her favourite is "Wise Folly." But she leads a double life, writing many books under a man's name.

"It began with a bet," she said. "I was talking with a serious young man from Oxford, and he said bitterly no one without a well-known name could sell his own book. I didn't agree with him and I bet him five pounds I could sell a book under another name. I wrote one, signed a man's name, sent it to another agent, and it was sold immediately with a contract for two more. I collected my five pounds and have been kept busy ever since, writing to keep up with my other self. The curious thing is, I write much better under the other name, and the critics have all hailed me as one of the most promising of the younger writers. Dorothy Black is old news and she's taken a back seat. Critics? No, I don't dislike them. Critics are like dangerous women—you take everything they say with a pinch of salt, and nobody pays any attention to them any more."

Miss Black is an attractive young woman with dark eyes. She has always written, though not always for publication. "I wrote my first novel at the age of seven," she said. "It was most improper! I write because I like it, not because I have any message to humanity. There are enough people with messages. I'm a jester, jingling my bells. The only philosophy I preach is this: there are two important motivations in life, and only two. Let them call it what they like—religion, romance, what ever name they have—but the only things that count in this world are funk and finance."

LOCAL AND GENERAL

Three cases of diphtheria, one of enteric fever and two of cerebro-spinal fever were reported for the 48 hours ended on April 28.

A Thanksgiving Service in connection with the Silver Jubilee of H.M. The King will be held at the Mohammedan Mosque, 30, Shelley Street on Friday, May 3 at 1 p.m.

The opening of the Violet Peel Health Centre, Johnston Road, Wanchai, by Lady Peel will be held on Monday, May 13 at 5 p.m.

A Dinner Dance will be held at Repulse Bay Hotel to-morrow night and patrons are asked to note that the last bus leaves Repulse Bay at 1 a.m.

The German Consul will hold a reception at the German Club, 2, Connaught Road, on German National Day, May 1, from 11.30 to 12.30 o'clock.

His Excellency the Chinese Minister will preside at a meeting of the Royal Society of Arts on Thursday, May 16, at 8 p.m., when a paper on "The Evolution of the Industrial System in the Far East" prepared by Professor Aldred F. Baker, M.Sc., F.T.I., of the Chiao-Tung University, Shanghai, and formerly Professor of Textile Industries at the University of Leeds, will be read, in the absence of the author, by Professor A. T. King, of Leeds University. The paper, which will deal with the development of textile industries in the Far East, will be illustrated by lantern slides, cinematograph films, and specimens of fabrics.

A ban has been placed on the importation of toy guns and pistols into China. The Chinese authorities allege that bandits have been making use of air rifles imported from the United States and for this reason air rifles longer than 31 inches will not be permitted entry into this country from America.

The new British Municipal Council of Tientsin has elected Mr. E. C. Peters and Mr. J. S. Chwang unanimously to be Chairman and Vice-Chairman respectively of the Council.

General Ho Chien, Chairman of the Hunan Provincial Government, has decided to donate his favourite portrait of Confucius to the Yushima Sanctuary in Tokyo, on the occasion of the first meeting of Confucian scholars which will be held there between April 28 and May 1. Entrusted with this present, Mr. Shigehiko Seki, a Japanese resident in Changsha and one of the general's intimate friends, left there on Tuesday night in the s.s. Laoyang Maru for Shanghai en route to Tokyo.

The Szechuen Provincial Government, says a Chinese message from Chungking, is expected to be removed from Chungking to Chengtu.

Hangchow claims to have the first twin-eggs, the product of a very large hen owned by a rice-dealer. According to Chinese press reports, the eggs are of normal size but are linked by a semi-transparent tube through which can be observed a flow of fluid from one egg to the other. The owner proudly describes his odd possession as a "dumbbell egg."

Passengers travelling on the Shanghai-Nanking and Shanghai-Hangchow-Ningpo railways will soon be able to send telegrams from their coaches and to converse over long-distance telephones at the larger stations. It is expected that this service will be possible sometime next month.

Work on the construction of the canal leading from the Huai River to the sea is bringing to light ancient treasures. Recently, it is now reported, workmen came to caches near Erhkanho and Wutunti in which they found numerous wine-jugs and wine-cups. The characters on them reveal them to belong to the Sung Dynasty.

Anhwei has started somethins. According to a report from Wuhu, the authorities have selected 66 notable personalities who lived in the province from Chin to Ching times. These notable people are to be commemorated in a special Hall of Fame. Among their number are generals, politicians, philosophers, physicians and diplomats.

The ministry of Industry has decided to establish a model silk factory at Wu Ling Men, Hangchow, to set an example for the improvement of the industry.

NEWS SUMMARY

The report on "the water problem of Hong Kong," which was dealt with by the Commission appointed by His Excellency the Governor to inquire into the causes and effects of the trade depression of the Colony is given on Page 11.

* * *

The trial of A.E. Ainsworth for the manslaughter of a Chinese on February 1, commenced at the Criminal Sessions yesterday before His Honour the Chief Justice, Mr. A. D. A. MacGregor. The case was adjourned until this morning. Page 7.

* * *

The annual general meeting of the Hong Kong Philharmonic Society was held yesterday when the President, Professor W. Brown reported that the past season had been a successful one. Page 7.

* * *

A disturbance near the Star Ferry in Connaught Road on Saturday led to the appearance of three Europeans who were charged with disorderly conduct. One of them was fined $30 and the discharge of the other two. Page 6.

* * *

A reception was held at the Japanese Consul's residence yesterday when a large and distinguished gathering was present to drink to the health of Their Majesties King George V, and the Emperor of Japan respectively. Page 6.

* * *

After 22 years service in the local Police Force Inspector McLellan is severing his connection when he leaves for Home on Saturday on retirement. Page 6.

THE ANTI-OPIUM DRIVE

Chang Chi Interviewed

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Peiping, Apr. 19.

Mr. Chang Chi, member of the Central Supervisory Committee and Chairman of the Preparatory Committee for the establishment of the Auxiliary National Capital (Sian), arrived here yesterday from Sian.

In the course of an interview, he stated that the opium suppression work in Shensi province is being pushed forward in three stages and is expected to be completed in six years. The land hitherto devoted to the cultivation of the opium poppy is being used for the planting of cotton. The total production of cotton in the province last year was valued at approximately $30 millions.

The farmers are anticipating a bumper wheat crop this year, he continued. Weather has been favourable to the crops since the advent of spring.

MORE HIGHWAYS

With regard to highway construction, Mr. Chang said that over 3,000 li (1,000 miles) of highways have been built in Shensi. The projected highway between Sian and Lanchow, propincial capitals of Shensi and Kansu, will be open to traffic on May 1. Construction work on the Sian-Hanchung Highway in southern Shensi, is also making headway.

Mr. Chang also said that the highway leading from Sian to the tomb of Huang-Ti, the first Chinese Emperor (2697-2597 B.C.) in Chungpu, over 400 li north of Sian, has been completed. Plans are also being made to repair the temple of the Emperor, which has fallen into decay.

In the neighbourhood of the tomb of Huang Ti there are mineral deposits, he said. With communications greatly facilitated by the new highway, the exploitation of the mines in that area will be greatly encouraged.

China United Press (by mail).

FRANCO-SOVIET PACT NEGOTIATIONS

Difficulties In Wording Of The Stipulations

(Special to "Hong Kong Daily Press")
(By Telegraph. Copyright, Telegraphic Messages Ordinance, 1934. Received, April 29, 4.30 p.m.)

Paris, April 29.

The Russian Government denies that any divergencies of opinion had arisen in the Franco-Russian pact negotiations, according to an official Soviet announcement as reported by Petit Parisien's correspondent in Moscow.

Quite early during the negotiations both nations agreed that mutual assistance would have to remain within the framework of the League of Nations Council's decisions, says the announcement, adding that both the Franco-Russian negotiations and the talks about the Eastern Pact were begun and based on these stipulations.

The announcement, however, admits that the wording of the Franco-Russian agreement has caused certain difficulties. Russia is trying (1) to maintain absolute mutuality of obligations. (2) to formulate the pact in a way excluding the possibility of the interpretation that the pact was directed against any third Power. (3) to determine in advance the limit of the obligations assumed by both parties.

The announcement concludes with the remark that there is no reason to believe that these principles did not also conform to the French Government's wishes and that the insurmountable difficulties are in the way of a complete agreement regarding the wording of the pact stipulations.—
Transocean Kuo Min.

PRESS OPTIMISM

[Special to the "Hong Kong Daily Press" *(Copyright).*]

Paris, Apr. 28.

Despite the Sunday hitches which had already marred the progress of the Franco-Russian pact negotiations, the Press continues to manifest robust optimism and generally anticipates their successful conclusion in the middle of this week. The papers unanimously report that certain documents have already been exchanged in the course of Saturday's conversation between M. Laval and the Soviet Ambassador, Potemkin but point out at the same time that a complete agreement is not yet prevailing as regards the Russian counter-proposals handed in by Potemkin on Friday night.

The belief is expressed, however, that the Soviet Government will eventually approve of the new French suggestions which have now been transmitted to Moscow in which case the pact of mutual assistance could be initialled on Monday next at the latest, after the cabinet council scheduled to be held on Tuesday has taken its final decision in the matter.

Under these circumstances, M. Laval's journey to Moscow and Warsaw would, according to the papers, take place between May 6 and 18.—
Transocean Kuo Min

FRANCO-GERMAN RELATIONS

Heart-To-Heart Talk Suggested

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1934. Received, April 29, 4.30 p.m.)

Paris, April 29.

That a Franco-German rapprochement can be accomplished with full preservation of individual French and German political and cultural characteristics is the view expressed by the French Academy member, Louis Bertrand writing in La Presse. Bertrand advocates that Foreign Minister Laval during his Eastern European journey should make a stop over in Berlin for a heart-to-heart talk about Franco-German relations. The most desirable step, above all, would be the conclusion of a Franco-German non-aggression pact, says Bertrand, who pointed out that such a tie between the immediate neighbours would be far more valuable than "the absurd pact" with faraway Russia which is unable to do anything for France and is only trying to draw France into war against Germany.—
Transocean Kuo Min.

GERMAN TEAM WINS

Coveted Equestrian Trophy

(Special to the "Hong Kong Daily Press").
By Telegraph, Copyright, Telegraphic Messages Ordinance, 1934. Received, April 29, 4.30 p.m.)

Nice, April 29.

With the military teams of ten nations competing, the German officers on Sunday before at least 10,000 spectators won the "prize of the foreign office" which was the chief event of Nice's annual international horse show and one of the most conveted equestrian trophies.

Among those witnessing the triumph of the German visitors were Marshal Petain and the German Ambassador to France, Roland Koester.

Jumping in perfect style Germany's representatives finished the difficult course with but 5. 50 penalties. The second place was taken by the Irish Free State with 12 penalties while Portugal was third with 17 penalties.

Before the cheering crowd Comte Gautier-Vignal handed the trophy to the German team's leader, Baron von Waldenfels.—
Transocean Kuo Min

SHANGHAI COMMERCIAL AND SAVINGS BANK

Shanghai, April 29.

The Commercial and Saving Bank made a net profit of $936,000 last year. Tptal deposits show an increase of $14,607,754.—
Reuter.

MANOEUVRES IN THE PACIFIC

U.S. Fleet Steams Out To Sea

San Francisco, Apr. 29.

Under cover of darkness, the United States Fleet steamed out to sea from San Pedro for six weeks' manoeuvres in the Pacific.

It was a most inspiring sight as the battleship Pennsylvania, with Admiral Reeves aboard as Commander-in-Chief, led a line of 153 vessels of all categories.—
Reuter.

CROYDON'S GROWTH AS AIRPORT

London, April 29.

Owing to the rapid and steady increase in air traffic, extensions and movements costing many thousands of pounds are to be undertaken at Croydon. Since Croydon was equipped as the main airport seven years ago for passenger and goods traffic, these have increased 300 per cent. and air lines radiate to all parts of the Empire and Europe.—
British Wireless.

INDIA BILL

London, April 29.

Parliament reassembles to-day to discuss amendments to the India Bill which is confidently expected to be ready to send to the House of Lords at Whitsuntide. Political correspondents forecast an early announcement that agreement has been reached removing all the Princes' objections.
Reuter.

A COMPLETE MUDDLE

American Silver Policy

London, April 29

Silver continues to be prominently featured in the papers. It is generally agreed that the United States administration is perturbed by the results of its own policy which London financiers stigmatize as a complete muddle entered upon without consideration of the ultimate effects.

Reports from New York of the American silver policy deliberately intended to prevent further depreciation of sterling and alternatively to force the world to hold an international currency conference with a view to adoption of bimetallism are sceptically examined by financial writers who consider that neither result is likely to be attained. The fact that there have been no American purchases of silver traceable in the past fortnight strengthens doubts regarding the ultimate American policy.

The "Morning Post" holds that if there is any danger of a heavy setback in the price of silver for political reasons, it would cause America to step in to uphold the market.

The "Times" says that even if the Treasury decided to reduce or temporarily cease purchases on foreign markets, the price would not necessarily fall, while speculators feel assured that the United States intends to carry the silver policy to a logical conclusion. Profit taking reactions must be expected from time to time and only a complete reversal of American policy will bring a permanent change.

There is much curiosity regarding China's reactions and intentions, in which connection news is so far unavailable.—
Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, April 29.

London Silver prices to-day were down 1-1/16 as follow:—

	April 27	April 29
Spot	35-1/8	34-1/16
Forward	35-1/4	34-3/16

London on New York cross rate at 2 p.m. to-day was 4.8331 compared with 4.8200 at closing on Saturday.

AIR AND LAND ATTACK

Reds Suffer Heavy Losses

Peiping, April 29.

Communist invaders in Yunnan yesterday turned northwards after reaching Kutsingfu, eighty miles northeast of Yunnanfu and now appear to be heading to Szechuen. This deflection from the course which so far had been pursued to Yunnan has greatly relieved the tension at the provincial capital. Presumably the evacuation of British women and children is now unnecessary.

A message from Kweiyang states that the Communists were sighted yesterday by Government aeroplanes at Paisui. The planes dropped bombs and the Communists, after losing three hundred men, fled northwards to Tsiyih, where they were attacked by Government troops who inflicted about 600 casualties.

General Chiang Kai Shek has approved a recommendation by the Military Headquarters here and set a price on the heads of the Red chiefs.—
Reuter.

EXPEDITION TO MOUNT EVEREST

London, April 29.

This week an advance party of six members of the expedition which will next year make a further attempt on Mount Everest will leave London to accustom themselves to the climate and conditions on the lower slopes of the mountain and establish the main camps. It is anticipated that an attempt to reach the summit will be made next March or April.—
British Wireless.

A VERITABLE FORTRESS OF DEFENCE

Efficacy Of Battleships Against Air Attack

(Special Air Mail Service)

London, April 18.

Sir Bolton Eyres Monsell, First Lord of the Admiralty, speaking at the dinner of the Institution of Naval Architects in London last night, said the recent Greek revolt and American experiments showed that bombing from the air had not made battleships obsolete. The battleship of the future would be a veritable fortress of defence, he added.

The defensive power of the British Navy was a material link in binding together the common interests of the Empire, and the considered conviction of every serving sailor was that the foundation of that power was the battleship.

Sir Bolton said that in 1921 the U.S.A. carried out some bombing experiments on an old German battleship. A speaker in the House of Commons gave the impression that it took only three minutes to sink the ship. Those three minutes were the final three minutes of experiments lasting two days.

On the first day, although a large number of heavy bombs were dropped and 13 hits registered, the hull was undamaged and the protective deck intact.

The ship was eventually sunk on the second day, but it must be remembered she was a passive target, was old-fashioned, had insufficient deck protection, and no means of dealing with damage received.

BOMBS AGAINST HULL

A more interesting experiment was carried out by the U.S.A. in 1925 with the Washington, which embodied the then latest ideas of underwater construction.

The tests were conducted by placing bombs outside the ship, and at the most effective depth and distance to test the resistance of the hull.

The Board which inquired into this and other experiments reported that after suffering the explosions of three underwater bombs of the largest size and two torpedo explosions, also of the largest size, directly against the hull, with no repair of leaks and no pumps going, the Washington remained afloat for four days and was finally sunk by gunfire. As the result of the whole series of experiments, the Board reported that the battleship had not been rendered obsolete by air attack.

"Some very up-to-date evidence on the subject has been obtained from the recent revolt in the Greek Navy," Sir Bolton added. "An old cruiser, the Averoff, with no deck protection and two antiquated 3-inch A.A. guns, steamed slowly out of harbour on Friday afternoon, March 1, with what appears to have been a somewhat scratch crew.

"A modern trained air force went in pursuit from the same base on the following morning. The next day, Sunday, March 3, there appeared in one of our enterprising newspapers a photograph of the Averoff with aircraft just over her funnels and explosions taking place on her deck.

"This was a veritable triumph of film over fact. On the Monday morning, we were being told that the rebel warships had been reduced to impotence.

AVEROFF UNDAMAGED

"I have no doubt that the staff of these papers hailed the Greek revolt as a gift for the propaganda they were indulging in, but it is proverbially very necessary to be cautious in regard to gifts from the Greeks. The Averoff continued to go about unhampered and undamaged exactly where she wished.

"Few people realise the great defensive power which even our old battleships have to-day against air attack. The battleship of the future will be a veritable fortress of defence.

"I have stressed this particular aspect of ships because I regard it as of the highest importance.

"It would be a tragedy if a question of the highest technicality involving, as we think, the very ability of the British Navy successfully to defend this our realm and Empire, should be judged by irresponsible and inaccurate suggestion.

"I am sure that the battleship —not necessarily big ones—will remain the pivot upon which all our ships will perform their historic function of supplying the factories of these islands with raw material, of feeding our inhabitants, of keeping open the communications and inter-communications of the Empire, and of making a tremendous contribution towards the general tranquillity of the world—by making a quarter of the globe safe and secure."

THE DUKE OF YORK

The Duke of York traced the development of naval architecture from the earliest times, when sailing ships had to be designed "within the limits of the knowledge of the day," down to the present time, when science had changed "the simple vessel that could be blown by the winds into a highly complicated mass of machinery." He wished, he added, that he knew what all the patent gadgets were used for. (Laughter.)

Last week he had been shown over the Queen Mary, had been with the Duchess of York when she launched the new P. and O. liner Strathmore, and had visited the latest addition to H.M. Navy, H.M.S. Ajax. On each occasion he had felt proud and happy that such fine ships were the product of our great shipbuilding industry upon which the very existence of our island nation depended. (Cheers.)

Mr. S. M. Bruce, High Commissioner for Australia, proposing the toast of "Ships," said it was a great toast, because the ships of the Royal Navy and the Mercantile Marine were the basis of the British Empire's present position. Ships of the Royal Navy had assured the seas to all peoples almost through two centuries, and they were to-day the greatest bulwark of the world's peace. (Cheers.)

Lord Stoneham, president of the Institution, and Mr. L. C. Harris, president of the Chamber of Shipping of the United Kingdom, also spoke.

"SCRAP AND BUILD"

A five-year plan to include the building of 750,000 tons of tanker tonnage each year was mentioned by Lord Stonehaven, president of the Institution of Naval Architects, at the annual meeting of the institution in London yesterday.

"I would earnestly recommend the shipowners of this country, whether they avail themselves of the assistance offered by the Government or utilise their own financial resources, seriously to consider the immediate adoption of a policy of 'scrap and build,' bearing in mind not only the welcome assistance it would afford to a sister industry in distress, but also the moral effect on those serving in their fleets of feeling that their ships were technically the most efficient and were most comfortable in the world," he said.

PRAYERS FOR PEACE

Church Refuses To Bargain

London, Apr. 28.

The three days of continuous masses, day and night, in the cause of peace, attended by thousands of pilgrims from all parts of the world, culminated to-day in an imposing procession to the grotto of miraculous healings.

Cardinal Pacelli, the Papal Legate, with boys and girls carrying a vine, a wheat sheaf and an olive tree, headed the march. The olive tree was sent by the Pope as a symbol of peace and hope.

Cardinal Pacelli, in his closing sermon, denounced those who rejected the idea of redemption.

—"Whether they disguise their rejection under some form of social revolution, or whether they are inspired by a false conception of life, being possessed by superstition of race or blood, their philosophy rests upon principles fundamentally opposed to the Christian faith, over which the Church refuses to bargain with them at any price," he challenged.—
Reuter.

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HOME RACING PROBABLES

The 2,000 and 1,000 Guineas

London, April 29.

The following are the probable starters and jockeys for the Two Thousand Guineas to be run at Newmarket over a mile on May 1:—

Plymouth Sound ..... (Dick)
Robin Goodfellow ..... (Weston)
Powerful Prince ..... (Nevett)
Bobsleigh ..... (Perryman)
Buckleigh ..... (A. Wragg)
Screamer ..... (Sirett)
Sea Bequest ..... (E. Smith)
Apollo ..... (Beary)
Bahram ..... (Fox)
Theft ..... (Gordon Richards)
Fairbairn ..... (C. Smirke)
Consequential ..... (Jones)
Desert Cloud ..... (H. Wragg)
Radamades ..... (H. Beasley)
Marmaduke Jinks ..... (Rook)
Bouldnor ..... (Jelliss)
Aufweidersehen ..... (Lane)

ONE THOUSAND GUINEAS

Mannerism ..... (Dick)
Buchanite ..... (Weston)
Corrida ..... (Elliott)
Highland Lament ..... (E. Smith)
Coronal ..... (Perryman)
Rosegain ..... (A. Wragg)
Foxlair ..... (Steve Donoghue)
Coppelia ..... (Nicoll)
Hilla ..... (Fox)
Annabel ..... (C. Smirke)
Caretta ..... (Gordon Richards)
Ankaret ..... (S. Wragg)
Cumha ..... (H. Beasley)
Sherley ..... (Carslake)
Cotedazur II. ..... (Johnstone)
Flake ..... (Bexant)
Papyrette ..... (Dines)
Mesa ..... (Sirett)
Babaaurhum ..... (Beary)

Fairload, Lilo, Falma, Cortina and Hyndford Bridge are other probable runners awaiting allocation of jockeys.—
Reuter.

LATEST CALL-OVERS

Two Thousand Guineas And The Derby

London, April 29.

The following are the call-overs for the Two Thousand Guineas:—

100/30 Bahram o. 7/2 t.
100/30 Bobsleigh o. 7/2 t.
5/1 Theft.
9/1 Buckleigh t. and o.
100/8 Robin Goodfellow o. 100/7 t.
100/7 Sea Bequest o.
20/1 Desert Cloud o.
25/1 Screamer o.
28/1 Consequential o.
33/1 Other probable starters.

THE DERBY

Bahram is offered at 4 to 1 and Bobsleigh at 9 to 2 for the Derby to be run at Epsom on June 5 over 1½ miles.—
Reuter.

NO DESIGNS ON SINKIANG

Soviet Government Assurance

Nanking, April 29.

An assurance that the Soviets do not harbour any territorial designs in Sinkiang was given by M. Bogomoloff at the first conversation with Mr. Wang Ching Wei today since the Ambassador's return from Moscow.

On behalf of the Soviet Government he informed Mr. Wang Ching Wei that there is absolutely no truth in the rumours of Soviet designs on Sinkiang. On the contrary the Soviets sincerely wished the continued growth of close relations between Sinkiang and China Proper.

It is understood that the transfer of the Chinese Eastern Railway question and a Sino-Soviet commercial agreement were not discussed.

Mr. Wang Ching Wei is giving a dinner to M. Bogomoloff to-night to which Government and Embassy officials are invited.—
Reuter.

THE JUBILEE SEASON

London Street Sights

London, April 29.

At Convent Garden, Wagner's opera Lohengrin to-night opens the season which promises be one of the most vivid to be remembered to-morrow.

Racing begins at Newmarket on Wednesday and County Cricket on Saturday.

The Duke of York attends the Royal Academy banquet. The Prince of Wales and the Dukes of York and Kent are also booked for a record succession of public dinners and functions.

Crowds nightly throng the streets admiring the Jubilee decorations which are converting the Central and West End of London into a panorama. There are tall masts, blue, red and gold streamers, banners, garlands, huge illuminated portraits of Their Majesties and myriads of gay window boxes, while the tests of floodlighting of public buildings intermittently turns night into day.—
Reuter.

GENERAL HO LEAVES FOR TSINAN

Peiping, Apr. 29.

General Ho Ying Chin, Chairman of the Peiping Military Council, left for Tsinan by train yesterday evening to inspect General Han Fu Chu's troops there.

General Ho may also be visiting Tsingtao, returning to Peiping in a week's time.—
—Reuter.

U. S. BASEBALL

Win For The Tigers

New York, April 28.

Detroit Tigers, favoured by sports writers to win the American League pennant, have not been very successful during the opening stages of the championship but they managed to beat Cleveland to-day by a narrow margin.

Bob Johnson of the Philadelphia Athletics, hit two home runs for his side against the New York Yankees, but was unable to give his side victory.

American League

	R.	H.	E.
New York	7	10	0
Philadelphia	5	10	0

(Combs and Crosetti scored home runs for the Yankees while Bob Johnson hit two homers for the Athletics).

Washington	5	9	1
Boston	3	12	3

St. Louis	4	9	1
Chicago	6	7	0

(Bonura scored a home run for the White Sox).

Detroit	5	12	0
Cleveland	3	11	0

(Greenberg homered for the Tigers).

National League

	R.	H.	E.
Philadelphia	0	1	0
New York	3	9	1

(Hal. Schumacher pitched and blanked out the Phillies while Joe Moore homered for the Giants).

Boston	5	11	0
Brooklyn	3	8	1

(Lopez scored a home run for the Dodgers).

Chicago	4	12	1
Cincinnati	1	5	0

(Sammy Byrd scored a home run for the Reds).

Pittsburgh	3	11	3
St. Louis	2	8	1

(Vaughan homered for the Pirates).

Reuter.

LAWN BOWLS

Hong Kong Electric Team

The following have been selected to represent the H.K.E.R.C. in their lawn bowls match against Kowloon Bowling Green on the latter's ground on Saturday, May 4.

J. Sloan, V. Sorby, G. T. Padgett, A. F. Paul (Skip).

J. G. Haig, T. P. Saunderson, H. S. McKay, W. Muskett (Skip).

A. P. Tarbuck, H. S. Jones, L. de Rome, A. Webster (Skip).

Reserves:—R. C. Butler, W. Orchard.

PERRY IN CAFE SCENE

But Denies Having Been Hit

(Special Air Mail Service)

London, April 18.

Fred Perry, the British tennis champion, and Joe Benjamin, a boxer and former husband of the actress, Marion Nixon, were involved in a scene in a cafe early to-day.

Joe Benjamin, it is said, struck at Fred Perry, but the British champion declares that he missed him.

Perry said afterwards:

"He threw a cigarette at me and attempted to hit me. I refrained from striking back. I turned my back on the fellow, who was unknown to me, and left the cafe."

Benjamin later explained that he struck at Perry when the latter approached his table at which the actresses, Mona Rico and Renee Torres, were seated.

Benjamin alleged he made uncomplimentary remarks about United States champions generally and Jack Dempsey in particular.

"I let him have one on the chin and somebody told me I knocked out a couple of teeth."

Perry, however, denies that he had any teeth knocked out. He says that he was not hit at all. He also stated that he had not belittled United States champions.

Seconded Dempsey.

Joe Benjamin, now in his early thirties was known some years ago as a very good middle-weight.

He seconded Jack Dempsey when Dempsey fought Carpentier in 1921. In the second round of that fight Dempsey was almost knocked out, and while Jack Kearns, his manager, reached for a bottle of smelling salts Benjamin shouted to his principal, "Grab him, for the love of Mike!"

Dempsey held on to Carpentier like a bear, survived the round and won the fight.

HOLIDAY GOLF

Keen Competition At Hungjao

Shanghai, April 25.

Keen competition featured the holiday golf at Kiangwan and Hung-jao, there being many competitors in the various events and some good performances.

At Hungjao there were four competitions: eighteen holes mixed greensomes (Shanghai foursomes) v. men's bogey, won by Mr. and Mrs. G. E. Mitchell; men's fourballs against par, won by A. J. Kane and C. O. Cumming; eighteen holes against bogey, won by D. C. Innes Ker.

At Kiangwan, the Shanghai Golf Club held an Easter Holiday Special bogey competition, in addition to the competition for the Challenge Cup for the Ladies' Section, won by Mrs. Gordon. R. D. Bell won the "A" Class bogey competition, W. S. Bungey the "B" Class and Miss D. M. Wheldon the Ladies' Section event.

On Good Friday two players did a hole in one stroke. L. G. Dodwell, playing with R. G. MacDonald, only needed one stroke for the sixth hole at Hungjao, while C. M. Wentworth, playing with A. Stenuerson, did the same at the thirteenth hole at Kiangwan.

Fine Driving

In the absence of Ricketts, also a very long hitter, D. C. Innes Ker had the result of the long driving competition at Hungjao in his pocket from the start. His longest drive of 270 yards was a magnificent shot as the fairway was soft and the wind only a little in his favour. His ball "carried" 251 yards.

Innes Ker is a great acquisition to local golf as he is a very powerful and polished player. On present form he is probably the best golfer in Shanghai, and has few superior, if any, in the Far East. During the past two years he has been prominent in golfing circles in Calcutta and has a handicap of 2 at Royal St. Georges, Sandwich.

DISCUS THROW WORLD RECORD

[Special to the "Hong Kong Daily Press" (*Copyright.*)]

Berlin, April 28.

A new discus throw world record was achieved on Sunday by the German policeman, Schroeder at the City of Magdeburg in the course of the elimination tests for the inter-city contest when he threw the discus 53.10 metres, thus beating the American, Anderson's, previous record by 68 centimetres.—*Transocean Kuo Min.*

GERMANY DEFEATS BELGIUM

World Fair Soccer Attraction

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Brussels, Apr. 28.

Germany defeated Belgium by six goals to one in the international football match played here on Sunday afternoon in the stadium of the Brussels World Fair before more than 30,000 spectators.

Belgium scored the first goal after five minutes from the start and at half time the Germans only led bp 2 to 1 but in the second half the Belgian team was completely outplayed, the forwards missing several good chances to score.—*Transocean Kuo Min.*

PASSENGERS DUE

EMPRESS OF JAPAN

Among the passengers booked from Europe who sailed from Vancouver, B.C. by the R.M.S. "Emp. of Japan" on April 20th, due Hong Kong on May 10, 1935, are the following:—

Mrs. E. B. Vincent (wife of Swiss Consul, Genoa), Marchesa C. Bonacossi, Mr. O. Golzio, Dr. G. Borri, Mr. L. Avogadri, Mr. V. Fabbris, Miss B. Rizzini, Mr. S. Canessa, Mr. M. Speranza, who are members of the Italian Navy League Party, and Messrs. John Barwick, E. L. Moore, W. L. Morgan, D. N. Gibbins, F. P. Lachlan and daughter.

NEW OFFICES

To Cope With Demands

Shanghai, April 25.

Two of the leading shipping and banking firms of Shanghai—the Canadian Pacific Railway Co., with which is incorporated the Canadian Pacific Steamships, Ltd., and the Mercantile Bank of India, Ltd.—are moving their offices shortly.

The new Canadian Pacific offices will be in the left hand ground floor of the Ewo Building, facing the Bund on the one side and bordering Peking Road on the other side. The main entrance will be at the corner of the Bund and Peking Road.

The move to the new Canadian Pacific offices will be made over the week-end and the new offices will be opened for business from Monday, April 29.

Mr. K. M. Fetterly, agent for the company, told the "North-China Daily News" yesterday that the reason for the change was because their new offices would be nearer the centre of the hotels, and also closer to the Customs Jetty.

Bank Cramped for Space

Inadequate space is the reason for the Mercantile Bank of India moving from their present offices, which they have occupied since the erection of the Yantze Insurance Building a number of years ago, and the rapid growth of the business of the bank has now made their present offices far too small—a fact that was easily noticed by a "North-China Daily News" reporter, who visited the premises yesterday.

The Mercantile Bank of India, Ltd., will be taking over the offices at present occupied by the C.P.R. on the ground floor of the Union Building, and in addition the adjourning ground floor offices, formerly occupied by Messrs. Dodwell and Co., where a special strong room has been constructed and is now practically complete.

The new offices occupy about half of the ground floor of the Union Building, and face on to the Bund and Canton Road. The main entrance will be at the corner of the Bund and Canton Road.

Both offices at present occupied by the Canadian Pacific Railway Co., and the Mercantile Bank of India, Ltd., are owned by the Union Insurance Society of Canton, Ltd.

The C.P.R. have occupied their present offices in the Union Building for ten years.

RUSSIANS LEAVING MANCHOUKUO

Shanghai, April 25.

The closure of the Harbin Politechnicum by Manchukuo police authorities has thrown hundreds of students on to the streets.

Some of the students are Soviet citizens while others have become Manchukuo subjects, but even the Soviet students are frightened of returning to U.S.S.R. because of reports stating that Harbin students are not welcomed back to their native land, according to the Russian press.

Professor Ustrugoff, the head of the Politechnicum, has tried unsuccessfully to deny the rumour. News, however, has already been received in Harbin from a graduated engineer of the Politechnicum, who on returning to the U.S.S.R. was lucky to be engaged as a common fireman.

Former Russian employees of the C.E.R. are also preparing to return to the U.S.S.R. whence they will be deported. Others, rather than return to their native land, are preparing to go south to Tsingtao, Tientsin, and Shanghai.

Tailors are the only people who are outwardly reaping a benefit from these changes. They have received a number of orders from those leaving, who are determined to be well equipped for a journey to whatever destination they ultimately choose.

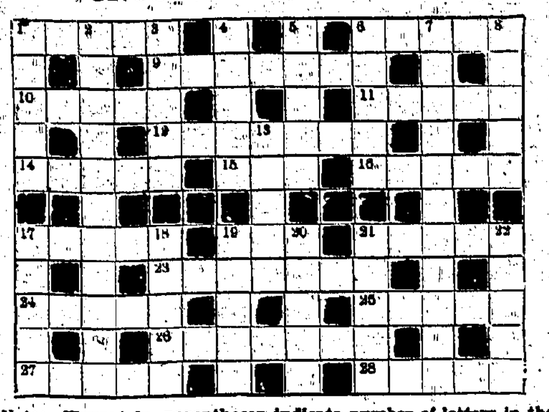
LOURDES CEREMONIES

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Lourdes, Apr. 28.

Upwards of a quarter million of pilgrims listened on Sunday afternoon to the Pope's broadcast address followed by the apostolic blessing, which marked the close of the "Triduum" ceremonies at Grotto. Cardinal Pacelli in a sermon preached earlier in the day glorified the cross of Christ which he said alone remains standing amid all storms of revolutions that threaten to engulf the world.—*Transocean Kuo Min.*

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

Across

1—This sort of pile is nothing more than hard (5).
6—Beastly sort of home, this (5).
9—Alphabetical arithmetic (7).
10—To do so is to break a commandment (5).
11—Border (5).
12—Pure ice for one who likes the luxuries of the table (7).
14—The rapid variety are unsafe (5).
15—Is the monkey one a Simian dude? (3).
16—Wanders (5).
17—Such material is colloquially worthless (5).
19—Just a wee spot of gossip (3)
21—A girl in error (5).
23—Showed up (7).
24—She comes from 1 Across (5).
25—Ancient in ancient style (5).
26—Beheaded, this bit of embroidery would be larger (7).
27—Invest—but not in the financial sense (5).
28—In want (5).

Down

1—To drug, in a sense (5).
2—Enterprising, though it makes V.A.D. so untrue (11).
3—Fruitful appointments? (5)
4—Once more we see a profit (5).
5—Concerning a fighting (5).
6—The soldier is familiar with this sack (5).
7—What a lengthy fib! (11).
8—Takes cognisance (5).
13—A bit of bric-a-brac, perhaps (5).
17—Potable bit of vegetation (5).
18—A sufficiency is proverbially as good as one (5).
19—Froth (5).
20—Sacred song (5).
21—It's clearly trouble to the Navy to deck (5).
22—And at heart, like 14 Across (5).

The following is the solution of yesterday's puzzle:—

Across.—1. Athwart, 5. Strut, 8. Argot, 9. Egg-flip, 12. Ravel, 14. Hobo 15. Osteopathy, 18. Stentorian, 21. Envy, 22. Olive, 23. Oratory, 27. Adieu, 28. Fleck, 29. Rondeau.

Down.—1. Ace, 2. Hog, 3. All, 4. Tapestry, 5. Strip, 6. Rivet, 7. Tally, 10. Ghost, 11. Frown, 13. Belabour, 16. Alert, 17. Hover, 18. Spoof, 19. Elite, 20. Tweak, 24. Awn, 25. One, 26. You.

CANTON HEALTH SITUATION

Meningitis Under Control

(From Our Special Correspondent)

Canton, April 29.

The health situation in Canton was reviewed this morning by Dr. Teng Tseng Tak, Municipal Commissioner of Public Health, in a speech at the weekly memorial service.

After stating that free medical service is supplied to the poor people by the health stations, Dr. Teng said that meningitis in Canton is under control. This disease can spread very quickly mostly among young persons. He said that meningitis is prevalent in southern Kwangtung districts and that in general thirty per cent. of the cases are fatal.

Serum for injection as a prevention against meningitis is stored up by the Bureau of Public Health, which is capable of coping with this epidemic.

"The seventeenth vaccination campaign against small pox," said Commissioner Teng, "has come to a successful close. Exactly 26,632 men and women had been vaccinated, and 18,142 students were given the same treatment. The total number of persons vaccinated amounted to 44,774. As a result of this prevention, fatal cases have become rare."

Commissioner Teng said that China has no dental schools and most dentists were either trained abroad or received their apprenticeship here. Formerly the apprenticeship was two years, and now it is increased to three years. The previous practice was that any person could become a dentist, but the present requirement is graduation from a middle school.

Three hundred and twenty four doctors out of a thousand and six had passed the recent examination in medicine, said the Commissioner of Public Health. Those who did not pass are given a chance for practical training in the hospital and clinics. All such doctors practise Chinese medicine.

Conditions in factories are being inspected by officials of the Municipal Health Bureau. The living conditions of the workers and the sanitary provision of the factories are occupying the attention of the Bureau.

Women employees of the Canton Municipal Government under the leadership of Mrs. Liu Chi Wen, wife of the mayor, are to be taught first aid work. Dr. Teng said that classes would be begun shortly, and in the meantime mimeographed lectures are being prepared.

A new hospital, for contagious disease will be shortly constructed next to the Municipal in the North-west outskirts of the city. The need for such a hospital in Canton is obvious, said Dr. Teng.

HANDLEY PAGE WINS APPEAL

Tax On £30,000 Award

(Special Air Mail Service)

London, April 18.

Awards of £30,000 made by the British Royal Commission on Awards to Inventors, and of £9,000 made by the American Government as remuneration for the use, during the war, of unregistered and unpatented designs for aeroplanes, were the subject of a judgment delivered in the House of Lords yesterday.

The two sums were paid to Handley Page Ltd., and the question decided by the appeal was whether income-tax upon them was due from Mr. Frederick Handley Page.

Mr. Justice Finlay had held that the sums were paid to the Handley Page Company on behalf of Mr. Handley Page, and that he was liable for tax upon them.

The Court of Appeal reversed this decision, and Mr. William Butterworth, inspector of taxes, appealed to the House of Lords against the Court of Appeal's judgment.

Announcing the decision, Lord Tomlin said the £30,483 must be treated as something paid by the company to Mr. Handley Page, and not assessable to tax as part of these awards. Mr. Justice Finlay had found that the company received the money as agents of Mr. Handley Page.

The company, in claiming before the Royal Commission, treated the designs as theirs. Independently Mr. Handley Page had a right under contract with the company for appropriate payment by them, and he had no right to the monies paid to the company by the Treasury.

Joining Mr. Handley Page in an American claim made no difference in this position. The £30,483 was paid him by the company in discharge of its contractual obligation to him, and was not assessable to income-tax as part of the awards paid by the two Governments.

The Crown's appeal from the Appeal Court's finding in favour of Mr. Handley Page failed, and must be dismissed with costs.

LEGAL VISITORS

Short Stay In Shanghai

Shanghai, April 25.

Leaders in the judiciary of their respective nations, Mr. Justice H. H. Henchman and Mr. Justice T. A. Street, having arriving in the President Coolidge, spent last night in Shanghai, both leaving early this morning in the same vessel. The former is Justice of the Supreme Court of Queensland, while the latter has just retired as Justice of the Supreme Court of the Philippine Islands. Both are accompanied by their wives.

Having graduated from Trinity College, University of Melbourne, Mr. Justice Henchman received his master of arts degree in 1896, with First Class Final Honours, and his legal degree with First Class Honours and Scholarship in 1898. He practised at Brisbane and served three years with the Australian Forces during the war, receiving his commission in 1918. Since 1929, he has been Justice of the Supreme Court in Queensland. Accompanied by Mrs. Henchman, he is proceeding to Kobe.

Mr. Street

Mr. Justice T. A. Street completed his college and legal education during the last decade of the 19th century and he married Miss Lallie Abercrombie of Montgomery, Alabama, in Yokohama in April, 1911. He has been professor of law in several American universities and is the author of "Federal Equity Practice" in three volumes, and as co-draftsman compiled much of the Internal Revenue Law (Philippines 1914) and was the principal codifier of the Islands Administrative Laws, having been on the Supreme Court Bench since 1917. Mr. Justice T. A. Street, in returning to America, is accompanied by the wife and his daughter, Miss Lura Street.

THE "LOVE PARADE" OF 1935!

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THE WATER PROBLEM IN HONG KONG

Extract From Economic Commission Report

Below appears another chapter from the report of the Commission, appointed by His Excellency the Governor, Sir William Peel, K.C.M.G., K.B.E. to enquire "into the causes and effects of the present trade depression in Hong Kong and make recommendations for the amelioration of the existing position and for the improvement of the trade of the Colony."

The chapter which deals with "The Water Problem In Hong Kong" says:—

Chapter X.

It was with considerable diffidence that the Commission approached this large and difficult problem. So complex and many sided is the water question and such is the volume of authoritative expert opinion and argument supporting every side that the amateur explorer who, in a limited time seeks to cut hasty steps to a swift solution, moves in constant danger of annihilation beneath avalanches from unsuspected quarters.

So far as can be ascertained, prior to 1902 there were only two systems of Government operated water supply in Hong Kong, direct main to house supply and street fountains. Meterage was unknown, the direct main to house supply being paid for in an inclusive rate which at that time was 13% of the rateable value of properties in the Colony.

By an Ordinance dated 15th August, 1902, the system of meterage was first brought into force. Under this Ordinance it was provided that the Water Authority must within a specified time disconnect the main service to tenement houses and should not reconnect any new service without the previous consent of the Governor in Council.

It is clear from the "Objects and Reasons" attached to the draft Bill that the object of this section was two-fold. The Government was endeavouring to reduce water wastage in the overcrowded poor districts of the town and they were at the same time conscious that meterage would impose a heavy burden on the landlord who would in nine cases out of ten have to pay for the cost of excess consumption

This Ordinance was the subject of a petition stressing the undesirability of a return to conditions involving a non-direct house supply and urging the adoption of an alternative scheme then known as the "Chadwick Scheme" but which is now commonly referred to as the "Rider Main System."

As a result of this petition the Rider Main System was introduced on the Island in 1903, at a cost of $222,000, which was paid for by the Chinese community. Under this system tenement houses were subjected to partial or total restriction of supplies in times of water scarcity, but, subject to such restriction, enjoyed a direct house supply service freed from any cost beyond the rates.

From 1903 until 1932 the Rider Main System for Chinese tenement houses worked parallel with the systems of metered supply and street fountains. In 1932 it was abolished and the present system of universal meterage was introduced.

It would serve no useful purpose for this Commission to re-open the discussion of the rights or wrongs of the decision to abandon the Rider Main System. The matter was fully debated at the time and the arguments for and against the decision may be found in the pages of our local Hansard. It is, however, pertinent to record that the physical constituents of the Rider Main System had reached a stage where there remained no alternative between abolition and complete renewal, that the main argument put forward by Government in favour of abolition was that this System was wasteful and difficult to operate in times of water scarcity, and that it was definitely stated and maintained by Government that the introduction of universal meterage was not for the purpose of raising revenue but to secure a more equitable and less wasteful system of distribution.

Water is now supplied direct to all rated property, irrespective of the purpose for which that property is used. Each property is entitled to a so-called "Free Allowance" in respect of 2% of its rateable value calculated at the rate of 1,000 gallons for 40 cents.

		Per annum
For example: rateable value		$1,000
2% of	"	20
	$20.00	
Free allowance ———	40 cts.	=50 thousand gallons per annum.

All water over and above this "free allowance" is described as "excess" water and is charged for at a special rate which was originally 75 cents per 1,000 gallons but which has recently been reduced by 15%.

An examination of the foregoing summary reveals the existence of certain salient factors, which by their action and reaction on each other create and complicate our water problem. Prevention of waste, adequate provision for poor areas, cost and incidence of cost, considerations of health and considerations of revenue, are all inextricably interwoven and no solution can be deemed satisfactory which does not give full weight to each and at the same time provide a balance for the whole.

Hong Kong does not at present possess an unlimited supply of water and we are not, therefore, in a position where increased consumption can be regarded with satisfaction as increased revenue. With the completion of the Shing Mun Dam the position will be altered, but until the advent of that happy day prevention of waste is of equal importance with provision of an adequate supply.

Unfortunately, it is just in those areas where every law of public health and economics demands as full a supply at as low a rate as possible that waste is most prevalent and considerations of control most important. Moreover, quite apart from any question of waste, the density of population in the poor districts is so great that the normal water consumption of a Chinese tenement reaches a figure far in excess of the "free" allowance, which is based on rateable value and takes no account of the number and needs of individuals in any particular tenement.

Special control of these areas by the Rider Main System has been tried and found wanting and in its place the Government has introduced a system which aims at control through economic pressure supplemented by such physical restrictions as may from time to time be applied to the Colony generally.

The following tables show the consumption per annum in million gallons of water in Hong Kong and Kowloon during the years 1931-1934 inclusive:

Consumption of Filtered Water (in million gallons).

	Hong Kong City & Hill District	Mainland Kowloon (excluding water boats at Lai Chi Kok).
1931	3,942.65	1,840.39
1932	3,517.00	1,869.15
1933	3,264.75	2,051.84
1934	3,908.50	2,257.55

	Hong Kong. Shaukiwan.	Aberdeen.	Mainland. Water boats at Lai Chi Kok
1931	38.29	30.10	104.33
1932	45.29	28.41	98.76
1933	35.12	25.74	101.49
1934	29.46	30.36	98.70

	Grand Total Hong Kong and Mainland.	Increase or Decrease.
1931	5,955.76	
1932	5,559.24	−396.52
1933	5,478.94	− 80.30
1934	6,324.57	+845.63

N.B.—Supplies to Repulse Bay, Stanley, Deep Water Bay and New Territories unfiltered.

It will be seen that the change over from the Rider Main System in October, 1932, was followed by a substantial decrease in consumption in the City and Hill District of the Island in 1933. The figures for 1934, however, are higher than for either 1932 or 1933, and it may perhaps be a legitimate inference that this increase is accounted for by the timely rainfall and consequent relaxation of restrictions during this last year. If this is so it must be admitted that the prevention of waste is mainly dependent upon the measure of physical control exercised by the Water Authority in any given year and that the factor of prevention by economic pressure is not operative under our present system. This would appear to be further substantiated by the figures of water consumption in Kowloon which has never enjoyed a Rider Main System and has not, for some years at any rate, been subject to the same restrictions as Hong Kong. Consumption figures, excluding water boats, show increases of 28.76, 82.69 and 205.71 million gallons per annum in 1932, 1933 and 1934 respectively, which may in part be accounted for by increase in population, but which nevertheless tend to show that the charges for excess water do not in fact act as a deterrent to the wasteful consumer.

The fact that they do not do so has been one of the chief grounds of complaint of landlords of tenement houses both on the Island and in Kowloon. The reason is not far to seek nor difficult to understand; it is, quite simply, that the landlords pays for what the tenant consumes.

In theory of course this should not be the case. The landlord would estimate the cost of excess water and would pass on this burden to the tenants in the form of increased rent. In practice, however, this is not possible, partly owing to the Chinese method of sub-letting and partly owing to the fact that in the last resort the majority of these tenants are so poor that they are not only unable to bear the cost but in addition are virtually immune from any legal action for recovery. In other words, rents obtainable from Chinese tenement houses are subject to the law of supply and demand but they are also subject to the inexorable factor of the prevailing standard of living.

Moreover, at the present time the property market in Hong Kong is in a depressed condition. Overbuilding and trade depression have resulted in a supply of tenements far in excess of the demand and there are many vacant flats. The time may yet come when the tenants may be made acutely conscious of the cost of excess water but in the present circumstances it is inevitable that this burden should fall on the shoulders of the landlord.

The weight of this burden may be better appreciated after consideration of the following figures, relating to a large property in Kowloon, which were put in as evidence before us by an entirely trustworthy witness:—

Kowloon Marine Lot No. 40 R.P., etc.:

Canton Road, 45 houses (4 floors)	180 flats.
Waiching Street, 80 houses (4 floors)	320 "
Total	500 "

Position as at September 30, 1934.

Vacancies		136 flats.
Gross rent		$70,300.00
Less disbursements:—		
Government Rates	$13,260.00	
Excess Water Charges	10,090.00	
Water Meters Rent	937.50	
Insurance	2,921.25	
Repairs	2,630.00	
Wages, etc.	2,150.00	
		31,988.75
Net Revenue		$38,311.25

Book Value, $1,209,714.98.
i.e., showing a Return of 4.2 per cent. per annum Without Depreciation.

Even allowing for the fact that this is a large property in a heavily crowded district in Kowloon, where water restrictions do not apply, it is startling to find that whereas the total Government rates amount to $13,260.00, excess water charges for the same period come to $10,090.00. It is even more startling when we consider that had all flats in this property been occupied and the water consumption proportionately increased, the excess water charges for this period would have amounted approximately to $13,733.00, which is more than the amount charged for rates at 17 per cent. of the rateable value.

A further defect in our present system is to be found at the other end of the scale, mainly in connection with large commercial properties. These properties are heavily rated and in consequence their "free" or as we would prefer to call it their "valuation" allowance is correspondingly large while actual consumption is relatively very small. In the case of one expensive property which is used partially for commercial and partially for residential purposes, the "valuation" allowance is nearly 18,000,000 gallons per annum, while the annual consumption is less than 2,000,000 gallons. The owners of this property, therefore, are paying annually for 16,000,000 gallons of water which they do not consume, while from the opposite point of view the "valuation" allowance is so large that there is no economic pressure to reduce wastage. This is by no means an extreme case nor do these properties represent a small percentage of the Colony's total. In 1933 it was estimated that 38 per cent. of metered properties did not exceed their "valuation" allowance and it follows therefore that the excess water revenue of $1,521,739.50 for that year was obtained from the remaining 62 per cent.

It is difficult in the face of this evidence to regard our present system of water charges, based on a "valuation" supply plus "extras," as being either equitable in incidence or efficacious in prevention of waste. On the other hand it should be remembered that the system is not peculiar to Hong Kong, but is working satisfactorily in many other places and that, though it is easy enough to criticise, it is by no means so easy to suggest a suitable alternative.

The physical conditions of this Colony render the collection and distribution of water an expensive undertaking and at the same time necessitate provision for absolute control during periods of water scarcity. Similarly, it must be admitted that considering the nature and circumstances of the bulk of our population the only practical unit for water taxation is the unit of property and the only taxpayer who can be recognised by Government is the landlord.

We are unable to agree with the numerous suggestions we have received to the effect that payment of excess water charges on Chinese tenemnts should be a matter for settlement between Government and the principal tenant of each floor. In our opinion such an arrangement is not within the sphere of practical politics.

We are more in sympathy with the suggestion that, to facilitate the payment of water charges as between landlord and tenant, the Government should be prepared to supply a separate water meter for each floor of Chinese tenant houses. In fact we are prepared to recommend that this should be done at the expressed request of either landlord or tenant subject to the payment of a suitable cash deposit. We realise, however, that the universal application of this scheme will entail not only a large capital expenditure but also a considerable increase in annual maintenance charges and personal emoluments and we are hopeful that, if our final recommendations are accepted, the reasons behind the suggestion will disappear.

Since these recommendations postulate the adoption of an entirely new attitude towards the position occupied by water in Government finance, it is necessary to preface them with a brief synopsis of the present situation in this respect.

Until a few years ago all expenditure incurred on water, whether of a capital or working nature, was paid for out of the general revenue of the Colony, which in its turn was credited with all income received with all income received from this source. This system worked satisfactorily so long as the Colony's commitments on waterworks were on a fairly modest scale proportionate to the Colony's income; but there came a time when it was essential to embark on a large expensive programme of constructional works with the full cost of which it was manifestly impossible to burden the annual budget.

In all undertakings of this nature, where the main benefit will accrue to posterity, it is both reasonable and just that posterity should be called upon to shoulder some of the expense. This principle was admitted by the Government when they decided that these large constructional works should be financed out of loans. Up to date two loans have been issued, part of the proceeds of which has been earmarked for waterworks construction, but so far only undertakings of major importance have been included in the category of "loan works."

From an accounting point of view, therefore, we have two systems at work, one of which has been superimposed upon the other. The result is somewhat confusing and renders more difficult the task of preparing an intelligible statement showing profit and loss at any given time.

The first item for consideration in the above table is item 3 of table (c), "Maintenance Expenditure on Waterworks." We were informed that the sum of $10,000,000 represented the capital outlay on waterworks prior to 1.1.27. Depreciation at the low rate of 1½ per cent. was charged annually on this sum because it was anticipated that at some future date these works would require renewal. It was admitted that in point of fact (a) the works had been fully paid for out of past revenues, (b) that the annual depreciation of $150,000 was not earmarked or credited to a reserve fund which could be drawn upon for renewals, but was simply paid into the general revenue of the Colony, (c) that depreciation was charged annually upon the full capital value of $10,000,000 and not upon the depreciated capital value, (d) that normal replacements were covered by maintenance charges under Public Works Recurrent, (e) that extensions and small developments were covered by Public Works Extraordinary and, finally, (f) that in the event of a catastrophe rendering necessary renewal of a major work the undertaking would in all probability be financed out of loans.

In these circumstances, we cannot agree that there is any justification for the inclusion of this item in Maintenance Charges on Waterworks. To so include it is to mix capital expenditure with revenue, which is contrary to the principles of sound accountancy. The capital outlay of $10,000,000 has already been fully paid for out of revenue and any major replacements which may become necessary in the future should be dealt with as they occur preferably by means of loans. In our opinion it is quite unnecessary to burden the revenue derived from water with an annual charge of $150,000 for depreciation.

Turning next to items 4 and 5 of the same table ("P.W.E. Extensions and Improvements" and "New Meters") it is admitted that the major portion of this expenditure is capital outlay which will in its turn be productive of increased revenue. This being so, it is our unanimous opinion that this expenditure should be debited to loan account and not be made a charge on current revenue.

Applying these recommendations to the figures given above for 1933, we find that a sum of, roughly, $847,000 is removed from Maintenance Expenditure, of which $697,000 is transferred to loan account and $150,000 is eliminated altogether. If from this $847,000 we subtract the $114,000 referred to in table (d), (item 5), we are left with a nett credit balance of $733,000. If, therefore, these three items had not been charged against current revenue it would have been possible, even after making provision for the nett loss on the year's working, to have budgetted for a revenue from water some $916,000 less than was the case in 1933, ($916,000 less 20 per cent. Military Contribution=$733,000). Since the revenue from excess water consumption for that year was $1,521,000, it would have been possible to have given a rebate of 60 per cent. on excess water charges and still have balanced legitimate working expenditure out of revenue. We therefore recommend that the rate for excess water be considerably reduced.

Furthermore, we are of the opinion that the present system of aggregating the revenue and expenditure on water with the general revenues of the Colony tends to obscure the situation regarding water charges and to reverse the expressed policy of Government that water should not be made a source of revenue. We are in full agreement with this policy and we recommend that, to ensure its observance, the water supply of this Colony should be re-organised as a separate Municipal undertaking under Government control and should be kept entirely separate from the Public Works or any other Government department.

CABINET IN SPAIN

Resignation Talks

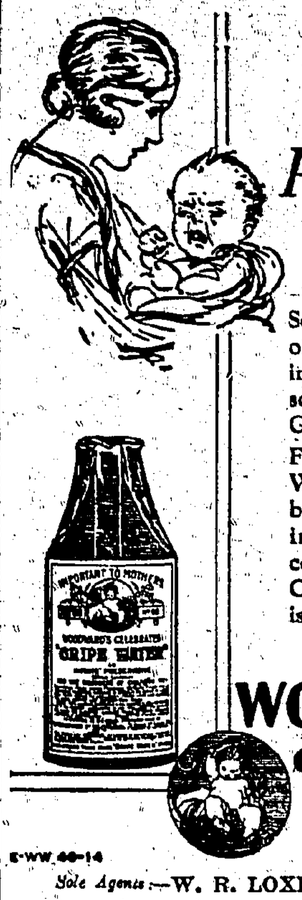
[Special to the "Hong Kong Daily Press" (*Copyright*).]

Madrid, April 28.

The resignation of the Lerroux cabinet is foreshadowed by the result of the conference which took place here between Lerroux and the leaders of the Right Wing groups for the purpose of discussing the possibilities of restoring the former Government coalition which was overthrown some weeks ago.

It is understood that an agreement had been reached that the cabinet will resign shortly and that the leaders of the three Right Wing groups concerned——Gil Robles on behalf of the Catholic People Party, Martines Velasco on behalf of the Agrarians, and Melquiades Alvares on behalf of the Liberal-Democrats—as well as Lerroux would prefer to await the meeting of the Cortes on May 6 while Gil Robles is in favour of immediate resignation.

This point will have to be settled at a new conference of the four party leaders scheduled to take place on Monday.—*Transocean Kuo Min*



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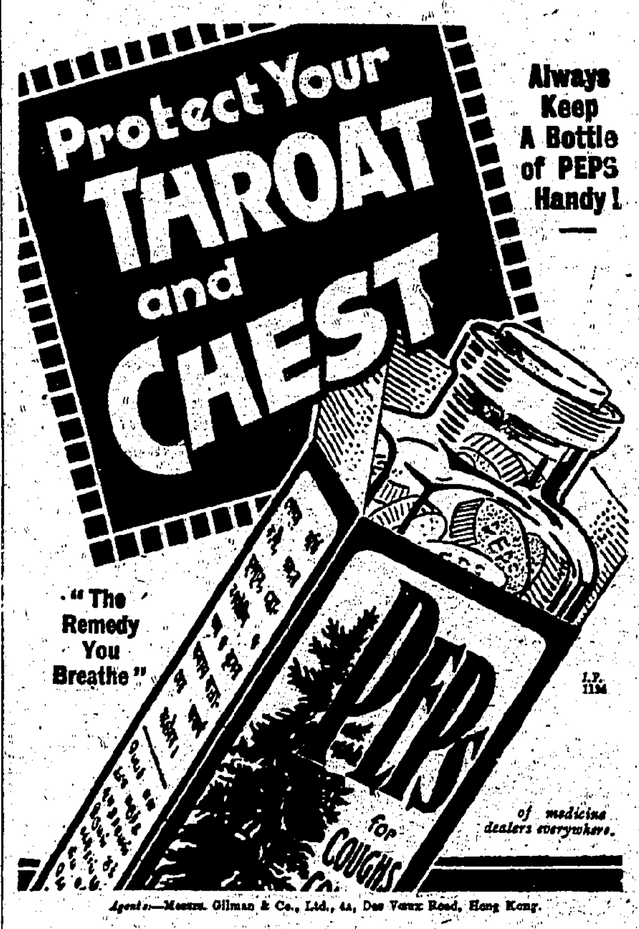

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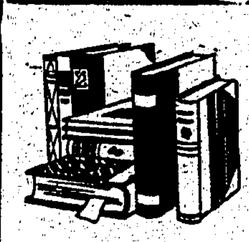

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange — Sharebrokers' Association

Buyers	Sellers	Sales	Nominal	MONDAY, APRIL, 29.	Buyers	Sellers	Sales	Nominal
				Banks				
			$985	H.K. Banks	...	...	...	$980
			£12½	Do. (London)	...	...		...
			£14½	Chartered Banks	...	...		£14½
			£31½	Mercantile Bks. "A"	...	...		£31½
			£13½	Do. "C"	...	...		£13½
			$81	Bank of East Asia	$80		...	...
			—	N. O. & S. Banks	$4½		...	...
			$15	Am. O. Fin. Corp: S.				
			$1.80	Ch. Fin. Corp. Ord. S.				
			$4½	Do. Pref. S.				
				Insurances				
			$215	Canton Insurances	...	...	...	$215
			$1	Underwriters	...	...		1
			$350	Union Insurances	...	...		$3 0
			$400	China Fires	...	...	...	$400
			$215	H.K. Fires	...	...	...	$185
			$4½	International Assoc. S.	...	...	...	...
				Shipping				
			$39	Douglases	$38		...	
			16	Steamboats	...			16
			$30	Indos (prof.)	...	...		$30
			$33	Do. (def.)	...	...		$35
			53.9	Shells	...			53
			$11½	Waterboats	$11			...
				Mining				
			75 cts	Amtamoks	...	...		70 cts.
			$35	Balatcos	...	...	...	33 cts.
			21 cts.	Baguio Gold	...	...		
			$11	Benguet Consolidated	...	...		$11
			10 cts	Do. Exploration	...	...	...	14 cts.
			10 cts.	Do. Goldfield	...	...	...	
			8 cts.	Big Wedge	...	...	...	9½ cts.
			7 cts.	Gold River	...	...	...	6 cts.
			30 cts	Gold Creek	...	...		
			...	United Paracales	...	...		24 cts.
			12 cts.	Salacot Mining	...	...	...	14 cts.
		85 cts.	...	Ipo Mining	...	...		...
			30 cts	Itogons	...	...		18
			18/-	Kaulans	...	...	...	$14
			$14	Langkats (single) S.	...	...	...	14½
			14½	Explorations S.	...	...	...	$5
			$5½	Shanghai Loans S.	...	...	...	14½
			$5	Raubs	...	...	...	32½
				Venezuela Gold Flds.				
				Docks, Wharves, Godowns, etc.				
			$90	H.K. & K. Wharves (Cum. Rights)			...	
			$90	Do. (Ex. Rights)			...	190½
			10	Do. (Rights)	10		...	
			$1	Providents (old)				1
			20 cts.	Do. (new)				20 cts.
			$9½	H.K. & W. Docks			...	37½
				S. China Motors 'A'				
				Do. "B"				
			$110	Shanghai Docks S.				$110
			$5	New Engineerings S.				$4
		ex div.	$267½	Hongkews S.				
				Lands, Hotels, and Buildings				
	$4½			H.K. Hotels				$4½
		37		H.K Lands S.				$32
			$100	Do. 4% Debentures				$ 00
			$20½	Shanghai Lands S.				
			$10	Metropolitan Lands				
			$4.85	H.K. Realties				4½
			$7	China Do S.				
			$123	Do. Debentures S.				
			19½	Humphreys		$9.20		
				New Asia Hotel				35
			$75	Asia Realties "A" S.				
			$10	Do. "B" S.				
			$90	Chinese Estates				
				Cotton Mills				
			$8.30	Ewos S.				$8.10
			$68	S'hai Cottons (old) S.				$67½
			$42	Do. (new) S.				$44
			$8½	Zoong Sings S.				$9.40
			$55	Wing On Textiles (S.)				$35
				Public Utilities				
		$12½		Tramways			$13.40	
			$6½	Peak Trams (old)	$8½			
			$6	Do. (new)				4
			$80	Star Ferries				89
	$22			Yaumati Ferries				$20
	$9	8.80		China Lights		$9	8.85/8.90	
		$61		H.K. Electrics				$62
			$25	Macao do.				
	16			Sandakan Lights				
			$20½	Telephones (old)				$21
			$9.60	Do. (new)				$10
			$11½	China Buses S.				
			10/3	Tractions				
			20/6	Do. (pref.)				
				Industrials				
			$8½	Malabon Sugars				
			$19½	Caldbeck, (ord.) S.				
			$14½	Macgregors (pref.) S.				
	$12½			Canton Ices	$1.80			
			$7.40	Cements				$6½
			$2	Ropes				$2
				Miscellaneous				
	$16½			Dairy Farms				$15½
			$1.85	Amusements				$2
			$6.40	Ch. Etainments	$5			
			$1.40	Constructions, (old)	$1.40			
			45 cts.	Do. (new)	40 cts.		40 cts	
			$3½	Lane Crawfords				$3½
			$21	Mackintoshs				
				Nanyang Tobacco	$4.25			
			$8	Sinceres				$6½
			$3½	Watsons				$3½
			70 cts.	Wm. Powells				55 cts.
			$2	M. Greyhounds				
			$1.35	S. C. Enterprises				$1.35
			93½%	Ch.G. 5% 1925 G.$ Bds.	92%			
		prem.	6½%	H.K. Govt. 4% Loans				6½%
		prem.	¾%	Do. 3½%	¾%			
	$8			Wallace Harper				
			$105	H.K. Wing On				$105
				S'hai Do.				95
	$5			Vibro Piling				$4.10

THE TUNGSTEN INDUSTRY

Kiangsi Plans Monopoly

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Nanchang, Apr. 20.

Tungsten exports from Kiangsi, the largest tungsten mining area in China, are hereafter to be controlled by the Tungsten Mining Bureau, created by the Kiangsi Provincial Government last month. Private explorations are banned and future buyings of Kiangsi tungsten will have to go through the bureau.

This action was taken by the Kiangsi authorities on account of the sudden rise in tungsten prices in the Shanghai market, the present quotation being $1,600 per ton. Unsettled world conditions, in Europe particularly, and the international armament race have been atributed as two of the major causes for the dramatic rise in the price of tungsten.

The object of this monopoly on tungsten in Kiangsi is two fold: On the one hand, it is designed to enable the Kiangsi Provincial Government, to control the market; and on the other hand, to protect the state mining rights from private exploitation.

AMBITIOUS SCHEME

An ambitious scheme has also been launched by the Kiangsi authorities to develop the tungsten mining industry in Southern Kiangsi, which produces roughly 70 per cent. of the total annual output of China.

It is the ultimate hope of the Kiangsi Provincial Government that a large-scale plant will be established in the heart of the tungsten mining centre in the near feature for the manufacturing of tungsten steel. Only tungsten in ore form is now exported abroad.

One of the chief setbacks in developing the tungsten industry in Southern Kiangsi is the obsolete methods of mining. Using native methods, each person is capable of producing only three catties of tungsten a day, it has been disclosed. Backward communication facilities in the tungsten mining centre have further hampered the development of the tungsten mining industry. The hilly topography of this part of the country has also prevented the use of donkeys and horses. Thus to transport tungsten ores to the border of Kwangtung province or to Kunchow, human labour has to be employed.

CHINA'S POSITION

To overcome such difficulties, the provincial authorities have contemplated the construction of dirt roads around the hilly mountains whereon donkey and horse carts can travel. This will not only save the overhead cost but will also lessen the time required for transportation.

Private estimates place the total deposits in Southern Kiangsi at from 700,000 tons and those of Hunan at 35,000 tons. Combining the total deposits of Southern Kiangsi Southern Hunan and Northern Kwangtung, geologists claim that China now enjoys the dominant position in the tungsten ore industry in the world. Of the annual production of 15,000 tons of tungsten in the world, China's exports claim about 43 per cent. of the total annually.

Tungsten is ideal for the manufacturing of high quality steel, and indispensible material for the making of munitions. It is noted for its tensile strength and great toughness.—

China United Press (by mail).

RECOVERY IN AMERICA

Roosevelt Appeals To Nation

Washington, April 28.

President Roosevelt, in a broadcast address, outlined the six fundamental principles for the allotment of the relief fund.

Relief projects, he said, should be useful. A large proportion should be spent in wages and a considerabe part of the cost should be returned to the Federal Government.

The money for each project should be spent during the next fiscal year. Such projects should give employment to persons now on relief and should be located in relief areas in relation to the number of workers on relief.

President Roosevelt followed the outline of the relief scheme by an appeal to the public to make one of the most ambitious economic programmes the world had ever seen a genuine success.

He then outlined the legislative programme for the remainder of the session of Congress, the main items being the extension of the National Recovery Administration, the elimination of unnecessary utility holding companies, the enactment of a new banking bill, and the passage of the economic security programme.

The President concluded by saying, "Fear is vanishing and confidence is growing. Never since our inauguration have we felt so unmistakably the atmospher of recovery."—

Reuter.

MISS BATTEN'S FLIGHT

Dogged By Bad Luck

Dijon, April 28.

Bad luck continues to dog the New Zealand airwoman, Miss Jean Batten, who arrived here from Lyons at 9.23 a.m., having left her last stopping place at 7.15 a.m. She said she had a terrible time between the two cities, just creeping along, and being forced to flying at dangerously low altitude through mountainous country, owing to a thick fog.

Her blind flying instruments were out of order, she said, which prevented her climbing.

Fog still lies thick over the route she must follow to complete her voyage from Australia to England and Miss Batten, whose machine is in need of slight repairs, is awaiting improved conditions before hopping off for Croydon.

Despite her failure to beat her own record for a fifteen-day outward flight, Miss Batten is still cheerful, though she admits she is very much disappointed.—

Reuter.

BACK AT LAST

London, April 29.

Miss Jean Batten arrived at Croydon to-day, completing the journey from England to Australia and back. She is the first woman to accomplish the double journey alone.

On the outward flight she took 14 days and 23½ hours to beat the woman's record set up by Mrs. Mollison. On the return flight she took 17 days and 16½ hours.

Miss Batten has just established a new flying record and broken another.—

Reuter.

VESSELS DUE

Africa Maru, O.S.K., May 4.
Agra, Gilman's, May 28.
Ajax, B. & S., May 10.
Alster, Melchers', May 16.
Bellerophon, B. & S., April 30.
Benreoch, Gibb's, May 2.
Bennevis, Gibb's, May 7.
Bintang, East Asiatic Co., May 8.
Bonneville, Jebsen's, May 6.
Chenonceaux, Messageries', May 4.
City of Bristol, Bank Line, May 9.
City of Dalhart, States Co., May 10.
City of Eastbourne, Bank Line, May 7.
City of Wellington, Bank Line, May 4.
Conte Rosso, Lloyd Triestino, May 4.
D'Artagnan, Messageries', May 18.
Donau, Melchers', May 31.
Empress of Asia, C.P.S., May 22.
Emp. of Japan, C.P.S., May 10.
Empress of Russia, C.P.S., May 1.
Friderun, Melchers', May 27.
General Pershing, States Co., May 3.
General Sherman, States Co., May 17.
Glenshiel, Jardine's, April 30.
Glenearn, Jardine's, May 1.
Golden Dragon, States Co., May 20.
Golden Mountain, States Co., May 1.
Hai Lee, Thoresen's, April 30.
Haining, Douglas', May 2.
Hector, B. & S., May 23.
Hosang, Jardine's, May 3.
Irisbank, Bank Line, May 22.
Javanese Prince, Furness', May 1.
Jeypore, P. & O., Ma. 3.
Moncalieri, Lloyd Triestino, May 9.
Neptuna, Gibb's, May 14.
Oldenburg, Jebsen's, May 13.
Oliva, Jebsen's, May 4.
Patroclus, B. & S., May 8.
Peter Maersk, Jebsen's, May 10.
Perseus, B. & S., May 20.
Porthos, Messageries', May 7.
President Hoover, Dollar's, May 9.
Pyrrhus, B. & S., May 7.
Rajputana, P. & O., May 15.
Ranchi, P. & O., May 3.
Ranpura, P. & O., May 1.
Saarbruecken, Melchers', May 5.
Sachsen, Jebsen's, May 24.
Santhia B.I. (Apcar), May 14.
Sauerland, Jebsen's, May 23.
Shantung, Gilman's, May 3.
Silvercypress, Furness', May 19.
Somali, P. & O., May 13.
Somerville, Bank Line, May 21.
Talthybius, B. & S., May 5.
Taiping, B. & S., May 9.
Takada, B.I. (Apcar), May 8.
Tanda, E. & A. S.S. Co., May 4.
Tancred, Thoresen's, May 6.
Tarn, Thoresen's, May 25.
Tilawa, B.I. (Apcar), April 30.
Tjibadak, J.C.J. Line, May 28.
Tjikarang, J.C.J. Line, May 11.
Tjikembang, J.C.J. Line, May 7.
Tjinegara, J.C.J. Line, May 14.
Tjisadane, J.C.J. Line, April 30.
Tjisaroea, J.C.J. Line, May 31.
Toulouse, Thoresen's, May 31.
Trave, Melchers', May 22.
Tricolor, Dodwell's, May 17.
Trier, Melchers', May 5.
Trisbank, Bank Line, May 22.
Yasukuni Maru, N.Y.K., May 9.

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EIGHTH ANNIVERSARY

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Nanking, Apr. 19.

The 8th anniversary of the establishment of the National Government at Nanking was commemorated here yesterday at a memorial service held at National Government House.

The service was attended by over 800 high Government officials, including Presidents Lin Sen, Chu Cheng, Yu Yu Jen, Tai Chi Tao, Ministers Chen Shao Kuan, Chu Chia Hua, Generals Chen Tiao Yuan, Tang Sheng Chih, Dr. Chu Min I and Mayor Ma Chao Chun.

President Lin Sen was the chief speaker. Recalling the past glories and prosperity of Nanking, President Lin said that the beautiful city was, however, destroyed and laid to ruins during the Taiping Rebellion, the devastating results of which can be seen even to this day.

Through eight years' efforts, the Government has transformed the city into a new National Capital. Constructive projects of various kinds have been successfully executed, and more are being planned and carried through, including the construction of houses for workers.

Nanking as the National Capital, President Lin said, must be so reconstructed that the city will be a symbol of Oriental civilization. Libraries and hospitals must be constructed, and the natural beauty of the Chinhualho (river) enhanced through scientific means.

The population of Nanking has increased to over 800,000 so that projects of reconstruction are called for in every direction. The reason why the late Party Leader, Dr. Sun Yat Sen, chose Nanking as the Capital of the National Government is due to his disgust over the corruption of officialdom at Peiping. It is to be hoped that all Party comrades will, in pursurance of Dr. Sun's bequeathed teachings, co-operate fully with the Government in the further development of the Capital.

China United Press (by mail).

NEW YORK STOCK AND COMMODITY QUOTATIONS

(Through Reuter's Agency)

	Last Close	April 29 Open	10.20	10.40	11.00
Sterling, New York-London	483½	—	483½	483½	483½
Cotton: July	11.89	—	11.78	11.80	11.78
Cotton: October	11.41	—	11.29	11.33	11.32
Rubber: July	11.78	—	11.72	11.70	11.68
Rubber: September	11.92	—	11.90	11.90	11.90
Wheat: May	99½	—	—	99½	99½
Wheat: July	98½	—	—	98½	98½
Corn: May	89½	—	—	89½	89½
Winnipeg Wheat May	88½	—	—	—	88½
STOCKS					
American Smelting	42⅞	42⅞	42⅞	42½	42½
Consolidated gas of N.Y.	22⅜	22⅜	22½	22½	22½
Du Pont	96½	—	—	96½	96½
El. Bond and Share	6½	6½	6½	6½	6
General Motors	30½	—	30½	30½	30½
Int. Tel. and Tel.	7⅛	—	7½	7⅛	6⅞
Loew's Inc.	37½	38	38	38½	38
Montgomery W.	25½	24½	24½	24⅞	24½
National Distillers	24½	25	25½	25½	25½
New York Central	17½	17⅜	17	17	16⅞
Standard Oil Co. of N.J.	42½	—	42	41⅜	41⅜
U.S. Steel	32½	32½	32½	32⅜	32⅜

H.M.S. CONWAY AND AIR TRAINING

(Special Air Mail Service)

London, April 18.

The Mersey school-ship H.M.S. Conway has decided to bring air training into the syllabus of instruction, but the management committee, in coming to this decision, have laid down that the extent of the training must be so limited as to retain the primary purpose of the Conway as a training ship for future officers of the Merchant Navy. The new air course will include theoretical and practical instruction in aviation, the scheme being confined to cadets who are over 17 years of age at the beginning of their fifth term. Flying and engineering instruction is to be carried out at the Liverpool and District Aero Club, and each cadet will receive a minimum of 15 hours' instruction in the air, sufficient to enable him to obtain the pilot's A licence. This instruction will also cover the care and maintenance of aircraft on the ground. On the engineering side there will be 78 hours of tuition on the dismantling and assembling of aero engines, &c., and a study of aeroplane construction and assembly, including maintenance and repair. The additional cost for this course, including cost of licence, log books, use of tools, flying kit, &c., is £25. Instruction on the theoretical side only will be given for an extra charge of £5 for each of the two terms.

NEW CHAIRMAN

Of Herring Industry Board

Special Air-Mail Service

London, Apr. 13.

The Secretaries of State concerned with the sea-fishing industry in Scotland and in Northern Ireland and the Minister of Agriculture and Fisheries, have appointed Sir Thomas Barnby Whitson to be a member and chairman of the Herring Industry Board, in place of Mr. James Watt, whose resignation on grounds of health they have accepted with great regret.

After his appointment as chairman of the Board last month, Mr. Watt had unexpectedly to undergo a serious operation, and in view of his inability to take up the duties of the office for a considerable time he tendered his resignation.

Sir Thomas Whitson, who is a chartered accountant and senior partner in the firm of Messrs. Whitson and Methuen, was Lord Provost of Edinburgh from 1929 to 1932 and a member of the Town Council of Edinburgh from 1916 to 1932. He was knighted in 1931. He is chairman of the Board of Management of the Royal Infirmary, Edinburgh. In 1933 he served as chairman of the Scottish Departmental Committee on Housing.

During his period of office as Lord Provost of Edinburgh he took a leading part in the raising and administration of the national fund, collected by public subscription, to assist the Scottish herring fishermen who suffered losses of nets in the disastrous storm off the East Anglian coast on November 11, 1929.

FIRST SOD CUT

At Canniesburn

(Special Air Mail Service)

London, April 18.

Over 100 guests braved a bitterly cold wind and showers of hail at Canniesburn yesterday to attend the ceremony of cutting the first sod on the high ground where the new auxiliary home of Glasgow Royal Infirmary is to be erected.

Dean-on-Convener Francis Beattie, introducing Lady Macfarlane, who cut the sod with a spade, recalled that the site had been gifted in the first instance through the generosity of Sir James Macfarlane and his brother.

A start, he said, had been made possible by an anonymous gift of £40,000, and the total sum available for the project was now approximately £180,000.

Casket Presented

The Rev. Neville Davidson, minister of the Cathedral, opened the proceedings with prayer, and after she had performed the ceremony Lady Macfarlane was presented by Mr. A. D. Allan, chairman of the Canniesburn committee, with a silver casket on behalf of the committee, the architect, and the measurers.

Sir James Macfarlane, chairman of the managers, thanked the committee for the graceful compliment they had paid his wife. He thought the extension would be of tremendous value to the citizens of Glasgow, and that its benefits would increase as years went on.

Two schemes are incorporated in the extension—a convalescent home and a block for paying patients. The home will contain 80 beds, and there will be accommodation for 40 patients in the other block.

MEDICAL PROFESSION OVERCROWDING

Protest In France

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Paris, April 28.

An energetic protest against over-crowding in the medical profession in France with foreign doctors was made on Sunday at a meeting of the Association of French Students in the City of Tours. The meeting passed a resolution demanding firstly that no foreign university diploma shall be automatically transformed into the French State diploma, secondly, that naturalised Frenchmen shall only be admitted to State examinations if they have fulfilled their military duties, thirdly, that the State diploma shall in any case be awarded to such naturalised citizen five years at least after passing the examination and that this waiting period be increased to seven years if the naturalised person should for any reason have failed to accomplish his military service.

The resolution further urges that the proposed measures should also be applied to pharmacologists, dentists, and veterinary surgeons.—

Transocean Kuo Min.

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Arrivals from U.S.A.		Sailings to U.S.A.
5th May	M.V. "BONNEVILLE"	—
10th May	M.V. "PETER MAERSK"	1st June

(All dates are subject to alteration without notice.)

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†(NDL) s.s. "SAARBRUECKEN"	for Shanghai, Tsingtau, Taku Bar, Dairen, Yokohama, Nagoya, Kobe	5th May
*(HAL) s.s. "OLDENBURG"	for Shanghai, Taku, Dairen, Tsingtau, Y'hama, Kobe, Moji	13th May
*(NDL) s.s. "ALSTER"	for Shanghai, Taku, Dairen, Tsingtau, Y'hama, Nagoya, Kobe, Osaka	16th May
†(HAL) m.v. "SAUERLAND"	for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya	23rd May
*(NDL) s.s. "DONAU"	for Shanghai, Taku, Dairen, Tsingtau, Y'hama, Nagoya, Kobe	31st May

HOMEWARD SAILINGS

*(HAL) m.v. "FRIESLAND"	for Genoa, Marseilles, Havre, Antwerp, R'dam., H'burg	7th May
†(NDL) m.s. "TRIER"	for Genoa, Barcelona, Lisbon, Dover, R'dam., H'burg., Bremen	8th May
*(NDL) s.s. "MOSEL"	for Genoa, Marseilles, Oran, Casablanca, Havre, R'dam., Hamburg, Bremen	10th May
*(NDL) m.s. "TRAVE"	for Genoa, Miles, Casablanca, R'dam., Hamburg, Bremen	22nd May
*(HAL) s.s. "SACHSEN"	for Genoa, R'dam., Hamburg	24th May
†(HAL) m.v. "RAMSES"	for Genoa, Rotterdam, H'burg.	27th May

† Passenger Vessel. * Limited Passenger Accommodation.

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s.s. "FRIDERUN" 2nd June, to MADANG, SALAMAUA, RABAUL and Ports.

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TO MANILA, MAKASSAR, BALI & SOERABAIA

S.S. "TJIBADAK" ... 30th Apr., 10 a.m.

TO BATAVIA DIRECT

S.S. "TJIKARAND" ... 7th May, 11 a.m.

TO AMOY & SHANGHAI

S.S. "TJISADANE" ... 1st May, Noon.

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Holland-China Trading Co., Canton.
JAVA-CHINA-JAPAN LIJN N.V.
York Building. Tel. 28015.

JAVA-CHINA-JAPAN LINE

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices dropped over the week-end to the extent of 1.1/8d. for both deliveries, the quotations being 35 1/8 for Ready and 35 1/4 for Forward. Silver advices reported speculators as having operated both ways. The drop was attributed to general profit taking. In America the rate was lower at 76 3/4 for Spot.

The New York-London cross-rate was quoted at 4.83 1/8 and London-New York at 4.82.

Market.

Market: Erratic.

Sterling

There were sellers after the opening at 2/5 3/8, buyers bidding 2/5 1/2 for near delivery leading to business at 2/5 7/16 for July delivery. The market then weakened and business was done at 2/5 1/4 for near, 2/5 and 2/4 7/8 for near delivery. At this stage the market reacted and the selling rate gradually rose to 2/5 1/4 at which rate business was done for June, July. 2/5 3/8 was also arranged for June delivery and 2/5 5/16 July. Towards 1 p.m. offers at 2/5 1/4 were accepted for near and forward and 2/5 3/16 was also done for near delivery. The market closed at lunch time with sellers at 2/5 1/8 April-May and 2/5 3/16 June-July, buyers at 1/16 higher respectively.

U. S. Dollars

Opened with sellers at 58 7/8; buyers bidding 59. Subsequently the market weakened and business was done at 58 7/16, 58 5/16 and 58 for various deliveries. The market then steadied up and business was done at 58 7/8 for near and 59 1/16 for July delivery. The market closed at 1 p.m. with sellers at 38 3/4 April-May, 58 13/16 June and probably 58 7/8 July, buyers at 1/8 higher respectively.

Shanghai Dollars.

Nominal at around 142.

Shanghai Market.

Opened with sellers at 1/8 1/4 for near, rising subsequently to 1/8 5/16 for near delivery. Steady. U.S. Dollars opened with sellers at 40 3/4 and then rose to 40 7/8 for near delivery.

IN THE AFTERNOON

The market was firm in the afternoon.

Sterling

In Sterling business was done after the opening at 2/5 3/16 for May followed by transactions at 2/5 1/4 for June, May, and 2/5 5/16 for cash. Towards the close business was reported at 2/5 1/2 for near delivery, finishing with sellers at 2/5 1/2 April/May, 2/5 9/16 June and 2/5 5/8 July, buyers at 2/5 5/8 April/May, 2/5 11/16 June and 2/5 3/4 July.

U. S. Dollars.

Business was reported in the afternoon at 59 3/8 for July delivery. The market closed with sellers at 59 3/8 April/May, 59 7/16 June and 59 1/2 July, buyers at 1/8 higher respectively.

Shanghai Dollars.

Sellers were quoted at 142 1/2 for near delivery.

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Bank of East Asia, $80.
N.C. & S. Bank, $4.50.
Antamok, 68 cents.
Humphreys, $9.20.
Wharfs Rights, $10.
Providents (Old), 95 cents.
Entertainments, $5.
Constructions (Old), $1.40.
Constructions (New), .40 cents.
Nanyangs, $4.25.
Gold $ Bond, 92 per cent.

Govt's Loans 3½ per cent., 2 per cent.

SELLERS

Star Ferries, $87.
Y.M.T. Ferries, $19.50.
Telephones (Old), $20.50.

SALES

H.K. Trams, $12.50.

LONDON EXCHANGE RATES

(British Wireless Service.)

On	Sterling Parity	Apr. 26	Apr. 27.
Amsterdam	12.10 Florins	7.15½	7.12½
Athens	375 Drachmae	508 S.	508 S.
Belgrade	276,316 Dinars	213	
Berlin	20.43 Marks	12.00	11.93
Bombay	1s. 6d. per Rupee		
Brussels	36 Belgas	28.52	28.40
Bucharest	813,568 Lei		475
Buenos Aires	47.56d. per Peso		
Copenhagen	18.159 Kroner		
Geneva	25.22½ Francs	14.93	14.86
Helsingfors	193.23 Marks		
Hongkong		2/4½	2/6 9/16
Lisbon	110 Escudos		
Madrid	26.22½ Pesetas	58 7/16	35 7/32
Milan	92.46 Lire	35 11/32	58½
Montevideo	50.86d. per Peso		
Montreal	4.867 Dollars	4.85½	4.84½
New York	4.867 Dollars	4.83½	4.82
Oslo	18.159 Kroner		
Paris	124.21 Francs	73 15/64	72 31/32
Prague	164.25 Kronen	115½	115½
Rio de Janeiro	26.93d. per Gold Milreis		
Shanghai		1/8	1/8½
Stockholm	18.159 Kroner		
Vienna	34.56½ Schillings	26	25½
Yokohama	24.56d. per Yen		1/2 5/32
Silver (spot)			35½
Silver (forward)		34½	35½
War Loan	3½%	3½% 108 13/16	

Closing Quotations

April 2 1935.

On London:—
Telegraphic Transfer... 2 5½
Bank Bills, on demand 2 5½
Bank Bills, 4 months' sight 2/5½
Credits, four months' sight 2/6½
On Shanghai:—
On Demand 141
On Singapore:—
On demand 104
On Japan:—
On demand 208½
On India:—
Telegraphic Transfer... 161½
Bank, on demand 161½
On New York:—
Bank Bills, on demand 58½
Credits, 60 days' sight 61½
On Batavia:—
On demand 86½
On Paris:—
Bank Bills, on demand 837½
Credits, 4 months' sight 837½
On Saigon:—
On demand 88½
On Manila:—
On demand 117½
On Bangkok:—
On demand 76½
Sovereigns, Bank Buying Rate 2/6½
Bar Silver, per oz. 35½

SHANGHAI MARKET COMMENT

With the exception of 3 minor unofficial transactions there was practically nothing doing on the Shanghai Stock Exchange on Tuesday. The largest transaction consisted of 103,000 Shanghai Power 5½% debentures at 82 for cash. On the next day there was only one transaction on the Exchange, a unofficial exchange of 3,500 Ewo Mills at $8.50 cash. There was a little improvement seen on Thursday when somewhat more business was transacted particularly in debentures, but the day's turnover was only 58 shares and 681 bonds.

Quietness characterized the Chinese Government Bond Market during the last week, with a total turnover of 48,000,000. The general trend was rather bearish and although occasionally firmness was in evidence, most issues suffered net losses at the close of the week. The few issues that were able to advance registered only modest gains. 96 millions declined steadily to record net losses of .65 and .70; its weakness being due to rumours of its withdrawal of trading on the Exchange. The market opened with small losses for most issues which increased on the next day with a maximum drop of more than half a point.

A good reaction was noticed on Wednesday at the close in the course of which much of the losses sustained were made good. During the following two days fluctuations were meaningless and only little changes could be noted. On Saturday the market was again steady, the gains, however, were indifferent and insufficient to bring about a rally in prices.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

The market continues dull with very little business passing. Banks were done at $975.

BUYERS

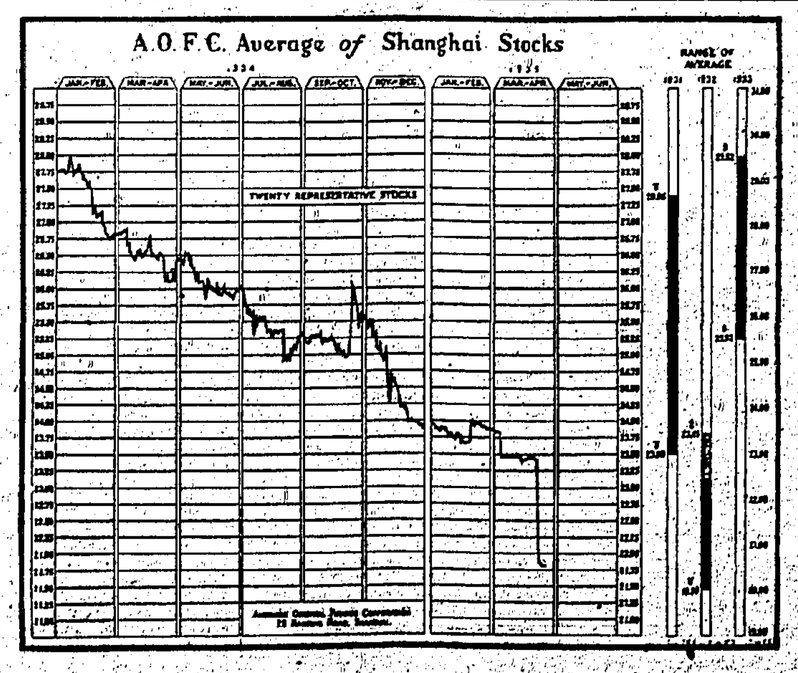
Hotels, $4.

SELLERS

Raubs, $5½.
Hotels, $4½.
Yaumati Ferries, $22.
China Lights, $9.
Sandakan Lights, $6.
Canton Ices, $2½.
Dairy Farms, $16½.
Vibro Piling, $5.
Wallace Harpers, $6.

SALES

Hong Kong Banks, $975/980.
Ipo Mining, 85 cts.
Hotels, $4.10.
Hong Kong Lands, $37.
Hong Kong Trams, $12½.
China Lights, $8.80.
Electrics, $61.
Telephones (old), $20.



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SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

SS. "KOUANG-SI"

BRINGING CARGO FROM DUNKERQUE, ROTTERDAM, ANTWERP & LONDON.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of Hong Kong, Kowloon Wharf & Godowns Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the 6th May, 1935, or they will not be recognized.

Goods remained unclaimed after the 4th May, 1935, will be subject to storage charges.

Damaged Packages will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, 3rd May, 1935.

Consignees must have a Revenue Officer in attendance when any damaged dutiable goods are examined by the Company's Surveyors.

No Fire insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong Kong 29th April, 1935. [3479

Singapore Prices

BENJAMIN AND POTTS

Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore yesterday for raw rubber.

Spot	19½ cts.	down ¼ ct.
May/June	19¾ cts.	down ¼ ct.
July/Sept.	20¼ cts.	down ¼ ct.
Oct./Dec.	21¼ cts.	down ¼ ct.

Market.—Dull.

H. B. JOSEPH & CO.

Messrs. H. B. Joseph and Co., received the following Straits Currency quotations from Singapore for Raw Rubber.

Spot	19½	down ¼
July/Sept.	20¼	down ¼
Oct./Dec.	21¼	down ¼

Market.—Dull.

Selling price 1/8 cent higher on all position.

FRANCO-SPANISH TRADE TALKS BROKEN OFF

[Special to the "Hong Kong Daily Press" (*Copyright*).]

Paris Apr. 28.

The Franco-Spanish trade negotiations which have been going on since December 18 last with the aim of extending the commercial agreement of March 1934, till the end of this year, have been broken off without result, according to a semi-official statement here on Sunday.—*Translation Kuo Min.*

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.V. "RAMSES"

having arrived, from New York and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, 1935, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 4th May, 1935, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the 28th May, 1935, or they will not be recognised.

No Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & CO.,
Agents.

Hong Kong, 28th April, 1935 [3478

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ANTENOR" FROM UNITED KINGDOM VIA SINGAPORE,

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th April.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th May, 1935, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

27th April, 1935. [3475

CHINA NAVIGATION
COMPANY, LIMITED

SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	... On 1st May, Noon
AMOY & SHANGHAI	..."TAIYUAN"	... On 1st May, 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	..."HUNAN"	... On 2nd May, 3 p.m.
SANTUAO, SHANGHAI, DAIREN & NEWCHWANG	"TEAN"	On 2nd May, 5 p.m.
SWATOW & SHANGHAI	"KWANGTUNG	... On 3rd May, Noon
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	... On 3rd May, 3 p.m.
FOOCHOW & SHANGHAI	"HUPEH"	... On 5th May, 6 a.m.
SWATOW, SHANGHAI & TSINGTAO	..."SUNNING"	... On 5th May, Noon
SWATOW & BANGKOK	..."KALGAN"	... On 5th May, 3 p.m.
AMOY, SWATOW & SINGAPORE	..."ANHUI"	... On 6th May, 8 a.m.
SWATOW, SHANGHAI & TSINGTAO	..."STEAMER"	On 8th May, Noon
AMOY & SHANGHAI	..."TSINAN"	... On 8 h May, 5 p.m.
SWATOW & SHANGHAI	..."YOCHOW"	... On 10th May, Noon
HOIHOW, PAKHOI & HAIPHONG	..."HOIHOW"	... On 11th May, 3 p.m.
SWATOW, SHANGHAI & TSINGTAO	..."ZEUHUEN"	... On 13th May, Noon
SWATOW & BANGKOK	..."KIANGSU"	... On 12th May, Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"YUNNAN"	... On 14th May, Noon
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	... On 15th May, Noon
AMOY & SHANGHAI	..."TAIYUAN"	... On 15th May, 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	..."KWANGTUNG"	... On 17th May, 3 p.m.

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TAIPING	7 May	17 May	20 May	5 June
CHANGTE	7 June	18 June	21 June	7 July
TAIPING	9 July	19 July	22 July	7 Aug.
CHANGTE	9 Aug.	20 Aug.	23 Aug.	8 Sept.

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S.S. "SEISTAN" on WEDNESDAY, 1st MAY.

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ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of $10.00 including Meals while the steamers at Coast Ports. (Time for Round Voyage 3 Days)

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ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.
Taiyuan, B. & S., May 1.
Tjisadane, J.C.J. Line, May 1.
Deli Maru, O.S.K., May 2.
Tilawa, B.I. (Apcar), May 2.
Haining, Douglas', May 3.
Canton Maru, O.S.K., May 5.
Anhui, B. & S., May 6.
Tsinan, B. & S., May 8.
Tjinegara, J.C.J. Line, May 15.
Santhia, B.I. (Apcar), May 16.

Chefoo.
Hangsang, Jardine's, May 1.
Hunan, B. & S., May 2.

Dairen.
Glencarn, Jardine's, May 1.
Tean, B. & S., May 1.
City of Wellington, Bank Line, May 5.
Saarbruecken, Melchers', May 5.
Oldenburg, Jebsen's, May 13.
Alster, Melchers', May 16.
Sauerland, Jebsen's, May 23.

Foochow.
Hangsang, Jardine's, May 1.
Hunan, B. & S., May 2.
Haining, Douglas', May 3.
Hupeh, B & S., May 5.

Hankow
Pyrrhus, B. & S., May 7.

JAPAN (Direct).
Tantalus, B. & S., April 30.
Hamburg Maru, O.S.K., May 6.
Talthybius, B. & S., May 9.
Panama Maru, O.S.K., May 13.
Atanta Maru, N.Y.K., May 17.

Keelung.
Canton Maru, O.S.K., May 5.
Naruto Maru, N.Y.K., May 9.
Hozan Maru, O.S.K., May 12.

Newchwang
Tean, B. & S., May 1.

Ningpo.
Bintang, East Asiatic Co., May 9.

Otaru.
Ajax, B. & S., May 10.

Santuao
Tean, B. & S., May 1.

Shanghai and Japan.
Hosang, Jardine's, May 2.
Ranpura, P. & O., May 2.
Tilawa, B.I. (Apcar), May 2.
Emp. of Russia, C.P.S., May 3.
Chenonceaux, Messageries', May 4.
Conte Rosso, Lloyd Triestino, May 4.
General Pershing, States Co., May 4.
Bonneville, Jebsen's, May 5.
Saarbruecken, Melchers', May 5.
Tanda, E. & A. S.S. Co., May 5.
Tancred, Thoresen's, May 6.
Pres. Cleveland, Dollar's, May 7.
Asama Maru, N.Y.K., May 8.
City of Eastbourne, Bank Line, May 8.
Naruto Maru, N.Y.K., May 9.
Ajax, B. & S., May 10.
Peter Maersk, Jebsen's, May 10.
Fushimi Maru, N.Y.K., May 11.
Pres. McKinley, A.M. Line, May 11.
Oldenburg, Jebsen's, May 13.
Somali, P. & O., May 14.
Alster, Melchers', May 16.
Rajputana, P. & O., May 16.
Santhia, B.I. (Apcar), May 16.
Empress of Japan, C.P.S., May 17.
D'Artagnan, Messageries', May 18.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.
Sauerland, Jebsen's, May 23.
Taiyo Maru, N.Y.K., May 24.
General Sherman, States Co., May 25.
Pres. Grant, A.M. Line, May 25.
Agra, Gilman's, May 28.
Toulouse, Thoresen's, May 31.
Empress of Asia, C.P.S., May 31.

SHANGHAI AND VIA PORTS.
Daviken, Jardine's, May 1.
Glencarn, Jardine's, May 1.
Sinkiang, B. & S., May 1.
Taiyuan, B. & S., May 1.
Tean, B. & S., May 1.
Tjisadane, J.C.J. Line, May 1.
Kwangtung, B. & S., May 3.
Conte Rosso, Lloyd Triestino, May 4.
General Pershing, States Co., May 4.
Fooshing, Jardine's, May 5.
Hupeh, B. & S., May 5.
Sunning, B. & S., May 5.
Pyrrhus, B. & S., May 7.
Chaksang, Jardine's, May 8.
Tsinan, B. & S., May 8.
Yochow, B. & S., May 10.
Rhexenor, B. & S., May 12.
Tjinegara, J.C.J. Line, May 15.

Swatow.
Daviken, Jardine's, May 1.
Hangsang, Jardine's, May 1.
Seistan, Douglas', May 1.
Sinkiang, B. & S., May 1.
Deli Maru, O.S.K., May 2.
Hunan, B. & S., May 2.
Haining, Douglas', May 3.
Kwangtung, B. & S., May 3.
Canton Maru, O.S.K., May 5.
Fooshing, Jardine's, May 5.
Hellas, Thoresen's, May 5.
Kalgan, B. & S., May 5.
Sunning, B. & S., May 5.
Anhui, B. & S., May 6.
Chaksang, Jardine's, May 8.
Yochow, B. & S., May 10.
Hermod, Thoresen's, May 12.
Helios, Thoresen's, May 19.
Hiram, Thoresen's, May 26.

Taku Bar.
Saarbruecken, Melchers', May 5.
Talthybius, B. & S., May 6.
Oldenburg, Jebsen's, May 13.
Alster, Melchers', May 16.
Sauerland, Jebsen's, May 23.

Tientsin.
Hangsang, Jardine's, May 1.
Hunan, B. & S., May 2.

Tsingtao.
Daviken, Jardine's, May 1.
Sinkiang, B. & S., May 1.
Fooshing, Jardine's, May 5.
Saarbruecken, Melchers', May 5.
Sunning, B. & S., May 5.
Chaksang, Jardine's, May 8.
Oldenburg, Jebsen's, May 13.
Alster, Melchers', May 16.

Wei Hai Wei.
Hunan, B. & S., May 2.

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Balboa.
Pres. Cleveland, Dollar's, May 7.
City of Dalhart, States Co., May 10.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.

Baltimore.
City of Dalhart, States Co., May 10.

Boston and New York.
Hokuroku Maru, O.S.K., May 5.
Pres. Cleveland, Dollar's, May 7.
Adrastus, B. & S., May 8.
Naruto Maru, N.Y.K., May 9.
City of Dalhart, States Co., May 10.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.
Sanyo Maru, O.S.K., May 27.

Cristobal.
Pres. Cleveland, Dollar's, May 7.
City of Dalhart, States Co., May 10.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.

Honolulu.
Pres. Cleveland, Dollar's, May 7.
Asama Maru, N.Y.K., May 8.
Empress of Japan, C.P.S., May 17.
President Hoover, Dollar's, May 18.
Taiyo Maru, N.Y.K., May 24.
Empress of Asia, C.P.S., May 31.

Los Angeles.
Pres. Cleveland, Dollar's, May 7.
Asama Maru, N.Y.K., May 8.
Naruto Maru, N.Y.K., May 9.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.
Taiyo Maru, N.Y.K., May 24.
Roseville, Bank Line, May 25.

Panama.
Pres. Cleveland, Dollar's, May 7.
Naruto Maru, N.Y.K., May 9.
City of Dalhart, States Co., May 10.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.

Philadelphia.
City of Dalhart, States Co., May 10.

Portland and Puget Sound
General Pershing, States Co., May 4.
General Sherman, States Co., May 25.
Roseville, Bank Line, May 25.

San Francisco.
General Pershing, States Co., May 4.
Pres. Cleveland, Dollar's, May 7.
Asama Maru, N.Y.K., May 8.
President Hoover, Dollar's, May 18.
Tricolor, Dodwell's, May 18.
Taiyo Maru, N.Y.K., May 24.
General Sherman, States Co., May 25.
Roseville, Bank Line, May 25.

Seattle.
Tantalus, B. & S., April 30.
Talthybius, B. & S., May 9.
Pres. McKinley, A.M. Line, May 11.
Pres. Grant, A.M. Line, May 25.

South America (W.C.)
Montevido Maru, O.S.K., May 21.

Vancouver, B.C.
Tantalus, B. & S., April 30.
Emp. of Russia, C.P.S., May 3.
Talthybius, B. & S., May 9.
Empress of Japan, C.P.S., May 17.
Empress of Asia, C.P.S., May 31.

Victoria, B.C.
Tantalus, B. & S., April 30.
Emp. of Russia, C.P.S., May 3.
Talthybius, B. & S., May 9.
Pres. McKinley, A.M. Line, May 11.
Empress of Japan, C.P.S., May 17.
Pres. Grant, A.M. Line, May 25.
Empress of Asia, C.P.S., May 31.

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West.
Nellore, E. & A. S.S. Co., May 3.
Melbourne Maru, O.S.K., May 7.
Taiping, B. & S., May 17.
Kitano Maru, N.Y.K., May 25.

Bali.
Tjibadak, J.C.J. Line, April 30.
Tjisadane, J.C.J. Line, May 14.

Bangkok.
Hellas, Thoresen's, May 5.
Kalgan, B. & S., May 5.
Hermod, Thoresen's, May 12.
Helios, Thoresen's, May 19.
Bintang, East Asiatic Co., May 21.
Hiram, Thoresen's, May 26.

Batavia.
Tjikembang, J.C.J. Line, May 7.
Adrastus, B. & S., May 8.
Javanese Prince, Furness', May 12.
Tjisaroea, J.C.J. Line, May 21.
Somerville, Bank Line, May 22.

Belawan
Himalaya Maru, O.S.K., May 2.
Borneo Maru, O.S.K., May 20.

Brisbane.
Nellore, E. & A. S.S. Co., May 3.
Taiping, B. & S., May 17.
Kitano Maru, N.Y.K., May 25.

Cairns.
Taiping, B. & S., May 17.

Cebu
Bonneville, Jebsen's, May 7.
Peter Maersk, Jebsen's, May 12.
Silvercypress, Furness', May 26.

Davao
Kitano Maru, N.Y.K., May 25.
Silvercypress, Furness', May 26.

Haiphong.
Kingyuan, B. & S., May 3.
Hoihow, B. & S., May 11.

Hoihow.
Kingyuan, B. & S., May 3.
Hoihow, B. & S., May 11.

Macassa.
Tjibadak, J.C.J. Line, April 30.
Javanese Prince, Furness', May 12.
Tjisadane, J.C.J. Line, May 14.

Manila.
Pres. Cleveland, Dollar's, April 30.
Tjibadak, J.C.J. Line, April 30.
Nellore, E. & A. S.S. Co., May 3.
Shantung, Gilman's, May 3.
Pres. McKinley, A.M. Line, May 4.
Trier, Melchers', May 5.
Bonneville, Jebsen's, May 7.
Adrastus, B. & S., May 8.
President Hoover, Dollar's, May 9.
Empress of Japan, C.P.S., May 10.
President Hayes, Dollar's, May 11.
Javanese Prince, Furness', May 12.
Peter Maersk, Jebsen's, May 12.
Tjisadane, J.C.J. Line, May 14.
Taiping, B. & S., May 17.
General Sherman, States Co., May 18.
Neptuna, Gibb's, May 18.
Pres. Grant, A.M. Line, May 18.
Empress of Asia, C.P.S., May 23.
Sachsen, Jebsen's, May 24.
Kitano Maru, N.Y.K., May 25.
President Johnson, A.M. Line, May 25.
Silvercypress, Furness', May 26.
President Taft, Dollar's, May 28.

Melbourne.
Nellore, E. & A. S.S. Co., May 3.
Melbourne Maru, O.S.K., May 7.
Taiping, B. & S., May 17.
Neptuna, Gibb's, May 18.
Kitano Maru, N.Y.K., May 25.

Menado.
Kitano Maru, N.Y.K., May 25.

Pakhoi.
Kingyuan, B. & S., May 3.
Hoihow, B. & S., May 11.

Rabaul.
Nellore, E. & A. S.S. Co., May 3.
Neptuna, Gibb's, May 18.

Salamaua.
Neptuna, Gibb's, May 18.

Sandakan.
Mausang, Jardine's, April 30.
Neptuna, Gibb's, May 18.

Semarang
Javanese Prince, Furness', May 12.
Somerville, Bank Line, May 22.

Socrabia.
Javanese Prince, Furness', May 12.
Tjisadane, J.C.J. Line, May 14.
Somerville, Bank Line, May 22.

South Sea Islands.
Bremerhaven, Melchers', April 29.
Tjibadak, J.C.J. Line, April 30.
Tjisadane, J.C.J. Line, May 14.

Sydney.
Nellore, E. & A. S.S. Co., May 3.
Melbourne Maru, O.S.K., May 7.
Taiping, B. & S., May 17.
Neptuna, Gibb's, May 18.
Kitano Maru, N.Y.K., May 25.

Thursday Island.
Taiping, B. & S., May 17.
Kitano Maru, N.Y.K., May 25.

Townsville
Taiping, B. & S., May 17.
Kitano Maru, N.Y.K., May 25.

WESTWARD

FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.
Ranchi, P. & O., May 4.
Porthos, Messageries', May 7.
Yasukuni Maru, N.Y.K., May 10.
Naldera, P. & O., May 18.
Chenonceaux, Messageries', May 21.
Tarn, Thoresen's, May 25.

Alexandria.
President Hayes, Dollar's, May 11.
President Johnson, A.M. Line, May 25.

Algiers.
Shantung, Gilman's, May 3.

Amsterdam.
Shantung, Gilman's, May 3.

Antwerp.
Glenshiel, Jardine's, April 30
Bennevis, Gibb's, May 8.
Yasukuni Maru, N.Y.K., May 10.
Tarn, Thoresen's, May 25.
Glencarn, Jardine's, May 28.

Barcelona.
Trier, Melchers', May 5.
Tarn, Thoresen's, May 25.

Beyrouth.
Toyooka Maru, N.Y.K., May 13.

Bilbao
Manju Maru, O.S.K., April 30.

Bombay.
Manju Maru, O.S.K., April 30.
Jeypore, P. & O., May 3.
Celebes Maru, O.S.K., May 4.
Ranchi, P. & O., May 4.
Lisbon Maru, N.Y.K., May 6.
Ginyo Maru, N.Y.K., May 11.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.
Naldera, P. & O., May 18.
President Johnson, A.M. Line, May 25.

Boston and New York.
Adrastus, B. & S., May 8.
President Hayes, Dollar's, May 11.
Javanese Prince, Furness', May 12.
President Johnson, A.M. Line, May 25.
Silvercypress, Furness', May 26.

Bremen.
Trier, Melchers', May 5.
Mosel, Melchers', May 12.

Brindisi
Conte Rosso, Lloyd Triestino, May 12.

Bromborough.
Bellerophon, B. & S., May 1.

Calcutta.
Himalaya Maru, O.S.K., May 2.
Tsushima Maru, N.Y.K., May 7.
Kutsang, Jardine's, May 9.
Takada, B.I. (Apcar), May 10.
Penang Maru, N.Y.K., May 15.
Toyooka Maru, N.Y.K., May 13.
Borneo Maru, O.S.K., May 20.

Casablanca.
Trier, Melchers', May 5.
Mosel, Melchers', May 12.
Tarn, Thoresen's, May 25.

Colombo.
Glenshiel, Jardine's, April 30.
Manju Maru, O.S.K., April 30.
Jeypore, P. & O., May 3.
Celebes Maru, O.S.K., May 4.
Oliva, Jebsen's, May 4.
Ranchi, P. & O., May 4.
Trier, Melchers', May 5.
Lisbon Maru, N.Y.K., May 6.
Porthos, Messageries', May 7.
Bennevis, Gibb's, May 8.
Yasukuni Maru, N.Y.K., May 10.
Ginyo Maru, N.Y.K., May 11.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.
Mosel, Melchers', May 12.
Toyooka Maru, N.Y.K., May 13.
Naldera, P. & O., May 18.
Chenonceaux, Messageries', May 21.
Sachsen, Jebsen's, May 24.
President Johnson, A.M. Line, May 25.
Tarn, Thoresen's, May 25.
Ramses, Jebsen's, May 27.
Glencarn, Jardine's, May 28.

Djibouti.
Porthos, Messageries', May 7.
Chenonceaux, Messageries', May 21.

Genoa.
Trier, Melchers', May 5.
President Hayes, Dollar's, May 11.
Mosel, Melchers', May 12.
Tsushima Maru, N.Y.K., May 15.
Sachsen, Jebsen's, May 24.
President Johnson, A.M. Line, May 25.
Ramses, Jebsen's, May 27.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"DAVIKEN"	Wed., 1st May, at 4 p.m.
	"FOOSHING"	Sun., 5th May, at 4 p.m.
	"CHAKSANG"	Wed., 8th May, at 4 p.m.
OSAKA via SHANGHAI & KOBE	"HOSANG"	Thurs., 2nd May, at 8 a.m.
OSAKA via AMOY & KOBE	"KUMSANG"	Fri., 17th May, at 8 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thurs., 9th May, at 5 p.m.
SANDAKAN	"MAUSANG"	Tues., 30th Apr., at Noon
	"HINSANG"	Thurs., 23rd May, at Noon
TIENTSIN via SWATOW FOOCHOW & CHEFOO	"HANGSANG"	Wed., 1st May, at 4 p.m.
	"HOPSANG"	Wed., 8th May, at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD

GENERAL MANAGERS.

TELEPHONE, 30311. [8

GLEN LINE.

FARES FROM HONG KONG

LONDON ...	1st June to 31st December	£60.0.0
	1st January to 31st May ...	£61.0.0
SHANGHAI ...	... ...	£5.
DAIREN ...	... ...	£11.
SINGAPORE ...	... ...	£29.

To London, Rotterdam, Hamburg & Antwerp via Straits & Colombo.

Motor Vessel "GLENSHIEL" ...	... 30th April
Motor Vessel "GLENEARN" ...	... ... 28th May
Motor Vessel "GLENAMOY" ...	... ... 24th June

To Shanghai & Dairen.

Motor Vessel "GLENEARN" ...	... ... 29th April

For further Freight and Passage, Particulars apply to

JARDINE, MATHESON & CO., LTD.

Agents: THE GLEN LINE, LTD.

Telephone 23696 & 30311.

Gibraltar.
Ranchi, P. & O., May 4.
Yasukuni Maru, N.Y.K., May 10.
Naldera, P. & O., May 18.

Gothenburg.
Shantung, Gilman's, May 3.
Tarn, Thoresen's, May 25.

Halifax.
Adrastus, B. & S., May 8.
Javanese Prince, Furness', May 12.
Silvercypress, Furness', May 26.

Hamburg.
Glenshiel, Jardine's, April 30.
Shantung, Gilman's, May 3.
Oliva, Jebsen's, May 4.
Trier, Melchers', May 5.
Bennevis, Gibb's, May 8.
City of Bristol, Bank Line, May 9.
Mosel, Melchers', May 12.
Sachsen, Jebsen's, May 24.
Tarn, Thoresen's, May 25.
Ramses, Jebsen's, May 27.
Glencarn, Jardine's, May 28.

Havre.
Bellerophon, B. & S., May 1.
City of Bristol, Bank Line, May 9.
Mosel, Melchers', May 12.

Istanbul.
Toyooka Maru, N.Y.K., May 13.

Karachi
Lisbon Maru, N.Y.K., May 6.

Leith
Bennevis, Gibb's, May 8.

Liverpool.
Bellerophon, B. & S., May 1.
Toyooka Maru, N.Y.K., May 13.

London.
Glenshiel, Jardine's, April 30.
Ranchi, P. & O., May 4.
Bennevis, Gibb's, May 8.
City of Bristol, Bank Line, May 9.
Yasukuni Maru, N.Y.K., May 10.
Conte Rosso, Lloyd Triestino, May 12.
Naldera, P. & O., May 18.
Glencarn, Jardine's, May 28.

Malta.
Ranchi, P. & O., May 4.
Naldera, P. & O., May 18.

Marseilles.
Shantung, Gilman's, May 3.
Oliva, Jebsen's, May 4.
Ranchi, P. & O., May 4.
Trier, Melchers', May 5.
Porthos, Messageries', May 7.
Yasukuni Maru, N.Y.K., May 10.
President Hayes, Dollar's, May 11.
Mosel, Melchers', May 12.
Naldera, P. & O., May 18.
Chenonceaux, Messageries', May 21.
President Johnson, A.M. Line, May 25.
Tarn, Thoresen's, May 25.

Naples.
Yasukuni Maru, N.Y.K., May 10.
President Hayes, Dollar's, May 11.
Javanese Prince, Furness', May 12.
President Johnson, A.M. Line, May 25.
Silvercypress, Furness', May 26.

Oran.
Glenshiel, Jardine's, April 30.
Shantung, Gilman's, May 3.
Mosel, Melchers', May 12.
Tarn, Thoresen's, May 25.

Oslo.
Shantung, Gilman's, May 3.
Tarn, Thoresen's, May 25.

Penang.
Glenshiel, Jardine's, April 30.
Manju Maru, O.S.K., April 30.
Jeypore, P. & O., May 3.
Celebes Maru, O.S.K., May 4.
Ranchi, P. & O., May 4.
Lisbon Maru, N.Y.K., May 6.
Tsushima Maru, N.Y.K., May 7.
Kutsang, Jardine's, May 9.
Takada, B.I. (Apcar), May 10.
Yasukuni Maru, N.Y.K., May 10.
President Hayes, Dollar's, May 11.
Toyooka Maru, N.Y.K., May 13.
Hai Hing, Thoresen's, May 16.
Naldera, P. & O., May 18.
Hai Lee, Thoresen's, June 1.

Piraeus.
Toyooka Maru, N.Y.K., May 13.

Plymouth.
Ranchi, P. & O., May 4.
Naldera, P. & O., May 18.

Port Said.
Glenshiel, Jardine's, April 30.
Shantung, Gilman's, May 3.
Oliva, Jebsen's, May 4.
Ranchi, P. & O., May 4.
Trier, Melchers', May 5.
Porthos, Messageries', May 7.
Bennevis, Gibb's, May 8.
Yasukuni Maru, N.Y.K., May 10.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.
Mosel, Melchers', May 12.
Toyooka Maru, N.Y.K., May 13.
Naldera, P. & O., May 18.
Chenonceaux, Messageries', May 21.
Sachsen, Jebsen's, May 24.
President Johnson, A.M. Line, May 25.
Tarn, Thoresen's, May 25.
Ramses, Jebsen's, May 27.

Rangoon.
Himalaya Maru, O.S.K., May 2.
Tsushima Maru, N.Y.K., May 7.
Hai Hing, Thoresen's, May 16.
Borneo Maru, O.S.K., May 20.
Hai Lee, Thoresen's, June 1.

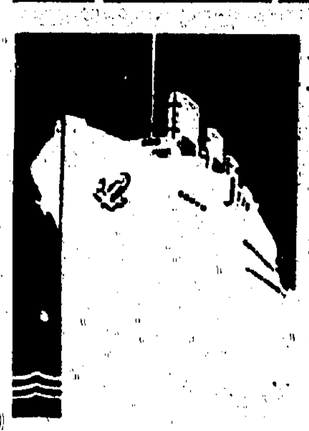
Rotterdam.
Glenshiel, Jardine's, April 30.
Shantung, Gilman's, May 3.
Oliva, Jebsen's, May 4.
Trier, Melchers', May 5.
Bennevis, Gibb's, May 8.
City of Bristol, Bank Line, May 9.
Yasukuni Maru, N.Y.K., May 10.
Mosel, Melchers', May 12.
Sachsen, Jebsen's, May 24.
Tarn, Thoresen's, May 25.
Ramses, Jebsen's, May 27.

Saigon.
Porthos, Messageries', May 7.
Neptuna, Gibb's, May 18.
Chenonceaux, Messageries', May 21.

Singapore.
Glenshiel, Jardine's, April 30.
Manju Maru, O.S.K., April 30.
Hai Lee, Thoresen's, June 1.
Himalaya Maru, O.S.K., May 2.
Jeypore, P. & O., May 3.
Shantung, Gilman's, May 3.
Celebes Maru, O.S.K., May 4.
Oliva, Jebsen's, May 4.
Ranchi, P. & O., May 4.
Trier, Melchers', May 5.
Anhui, B. & S., May 6.
Lisbon Maru, N.Y.K., May 6.
Porthos, Messageries', May 7.
Tsushima Maru, N.Y.K., May 7.
Adrastus, B. & S., May 8.
Bennevis, Gibb's, May 8.
City of Bristol, Bank Line, May 9.
Kutsang, Jardine's, May 9.
Takada, B.I. (Apcar), May 10.
Yasukuni Maru, N.Y.K., May 10.
Ginyo Maru, N.Y.K., May 11.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.
Mosel, Melchers', May 12.
Toyooka Maru, N.Y.K., May 13.
Hai Hing, Thoresen's, May 16.
Sachsen, Jebsen's, May 24.
President Johnson, A.M. Line, May 25.
Tarn, Thoresen's, May 25.
Ramses, Jebsen's, May 27.

Scandinavian and Baltic Ports.
Shantung, Gilman's, May 3.
Tarn, Thoresen's, May 25.

Suez.
Trier, Melchers', May 5.
Porthos, Messageries', May 7.
Bennevis, Gibb's, May 8.
Yasukuni Maru, N.Y.K., May 10.



EMPRESS OF RUSSIA

sails for

VICTORIA and VANCOUVER

via

SHANGHAI and JAPAN

at

12.00 NOON

FRIDAY, MAY 3rd

Steamers	Hong Kong Leave	Shanghai Arrive	Nagasaki Leave	Kobe Leave	Yokohama Leave	Honolulu Leave	Vancouver Victoria Arrive
Empr. of Japan	...May 17	May 19		May 22	May 24	May 30	June 4
Empr. of Asia	....May 31	June 2	June 4	June 6	June 8	June 15	June 21
Empr. of Canada	...June 14	June 16		June 19	June 21	June 28	July 3
Empr. of Russia	...June 28	June 30	July 2	July 4	July 6		July 15
Empr. of Japan	...July 12	July 14		July 17	July 19	July 25	July 30

TO MANILA

EMPRESS OF JAPAN ... May 10th.
EMPRESS OF ASIA ... May 23rd.
EMPRESS OF CANADA ... June 7th.

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Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO., LTD.

NYK LINE

GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU ... ... Wednesday, 8th May, at 10 a.m.
TAIYO MARU ... ... Friday, 24th May
CHICHIBU MARU ... ... Wednesday, 5th June

SEATTLE & VANCOUVER.
HIKAWA MARU ..(Starts from Kobe) Monday, 20th May
HIYE MARU ..(Starts from Kobe) Monday, 3rd June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
YASUKUNI MARU ... ... Friday, 10th May
HAKONE MARU ... ... Saturday, 25th May
SUWA MARU ... .. Saturday, 8th June

SYDNEY & MELBOURNE vi Manila and Ports.
KITANO MARU ... ... Saturday, 25th May
ATSUTA MARU ... ... Saturday, 22nd June

BOMBAY via Singapore, Penang and Colombo.
† LISBON MARU (Calls Karachi) Monday, 6th May
GINYO MARU ... ... Saturday, 11th May
† TOKIWA MARU ... ... Tuesday, 28th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... Wednesday, 12th June

NEW YORK via Panama.
† NARUTO MARU ... ... Thursday, 9th May
† NAGARA MARU ... Tuesday, 4th June

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus. Genoa and Valencia.
† TOYOOKA MARU (Calls Marseilles) Monday, 13th May

CALCUTTA via Singapore, Penang and Rangoon.
TSUSHIMA MARU ... ... Tuesday, 7th May
† PENANG MARU ... ... Wednesday, 15th May
† HAKODATE MARU ... .. Wednesday, 29th May

SHANGHAI, KOBE & YOKOHAMA.
FUSHIMI MARU ... ... Saturday, 11th May
ATSUTA MARU (Nagasaki direct) Friday, 17th May
HAKOZAKI MARU ... Friday, 24th May

† Cargo only.

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MM
MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.
Sailings from Hong Kong:

To SHANGHAI — KOBE.

CHENONCEAUX ... 4th May
D'ARTAGNAN .. 18th May
ATHOS II .. 1st June
ARAMIS ... 14th June
ANDRE LEBON ...29th June
FELIX ROUSSEL ..12th July

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

PORTHOS ... ... 7th May.
CHENONCEAUX ...21st May.
D'ARTAGNAN 4th June
ATHOS II ...18th June
ARAMIS ... 2nd July
ANDRE LEBON ...16th July

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Shipping News

Daily Statement, Clearances, Ships In Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 11,200 TONS; THROUGH CARGO 6,700 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports.
British		
Sinkiang, Swatow	100	700
Daisy Moller, Saigon	3,750	—
Hunan, Weihaiwei	758	180
Hai Yang, Swatow	100	—
	4,708	880
Norwegian		
Daviken, Swatow	347	370
Woolgar, Rangoon	500	4,500
	847	4,870
Dutch		
Tjibadak, Amoy	44	259
	44	259
French		
Tai Poo Sek, Fort Bayard	350	—
	350	—
Japanese		
Sekiho Maru, Miike	4,927	—
	4,927	—
Chinese		
Hai Heng, Canton	200	550
Stanley, Swabue	68	—
	368	550
Total	11,244	6,759

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Sinkiang (Br.), Swatow	93
Daisy Moller (Br.), Saigon	4
Hunan (Br.), Weihaiwei	20
Hai Yang (Br.), Swatow	302
Daviken (Nor.), Swatow	91
Woolgar (Nor.), Rangoon	2
Tjibadak (Dut.), Amoy	475
Tai Poo Sek (Fr.), Fort Bayard	67
Hai Heng (Ch.), Canton	93
Stanley (Ch.), Swabue	198
Total	1,345

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	4	9
Norwegian	2	1
Dutch	1	0
French	1	0
Danish	0	1
German	0	1
Japanese	1	2
Chinese	2	2
Total	11	16

SHIPS IN HARBOUR

WHARVES

Kowloon: — Oder, Bremerhaven and Tottori Maru.
Socony — Laichikok: — Ryuki Maru.
Jardine Matheson's:—Daviken.
Osaka Shosen Kaisha:—Hosen Maru.
Douglas Lapraik:—Seistan.
Chiu On:—Hydrangea.

DOCKS

Kowloon:—Sylvia.
Taikoo:—H.M.S. Otus. Luchow Kronviken, Solviken, Apoey, Tantalus, Kanchow, and King Lee.

BUOYS

No. A1.—Glenshiel.
No. A2.—Bellerophon.
No. A3.—Woolgar.
No. A4.—Nautham.
No. A5.—Marion Moller.
No. A7.—Tjibadak.
No. A8.—Tjisadane.
No. A11.—Sekiho Maru.
No. B1.—Tai Yuan.
No. B4.—Forafric.
No. B5.—Hunan.
No. B6.—Hai Lee.
No. B8.—Hang Sang.
No. B10.—Kamona.
No. B11.—Prosper.
No. B12.—Ardent.
No. B13.—Daisy Moller.
No. B16.—Henrik.
No. B17.—Haldis.
No. B18.—Hellas.
No. B19.—Chastine Maersk.
No. B21.—Kalgan.
No. B22.—Mau Sang
No. C1.—Pei Chun.

WARSHIPS IN PORT

The following warships were in port yesterday:—
Basin.—Tamar.
North Wall.—Defender, Decoy.
South Wall.—Parthian, Olympus, Odin and Sandwich
North Arm.—Medway, & S/Ms.
West Wall.—Hermes, Duncan and Dainty.
No. 2 Buoy.—Adventure.
No. 3 Buoy.—Cornwall.
No. 7 Buoy.—Delight.
No. 10 Buoy.—Duchess.
No. 11 Buoy.—Diamond.
No. 12 Buoy.—Daring.
No. 13 Buoy.—Lowestoft, Grimsby.

FOREIGN

French—Argus and Primauguet.
U. S. S. Tulsa.
U. S. S. Mindanao.

SHIPPING MOVEMENTS

The s.s. "Ranpura" left Singapore for this port on the 27th instant at 3 p.m. with the outward English Mails, and is due here on the 1st May at about noon.

* * *

The steam ship "Jeypore" left Moji for this port on the 27th instant at 8 p.m., and is due here on the 2nd prox. at about 4 p.m.

* * *

The Ben Line s.s. "Benreoch" from Leith, Middlesbro', Antwerp, London and Straits; left Kohsichang for this port on 29th April, and is due to arrive here on 4th May, 1935.

* * *

The B.I. & Apcar steam ship "Tilawa" will leave for Amoy, Shanghai, Moji, Kobe and Osaka on or about Wednesday, 3rd May, 1935, at 6 a.m.

* * *

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd, Bremen, advise that their s.s. "Trier" having been delayed will arrive here from Shanghai on 7th May in the evening. She will sail for Europe either in the same evening or the next morning.

ARRIVALS

29TH APRIL

Kwangtung, British steamer, 1,572 tons, Captain D. D. Richards, from Haiphong via Hoihow, buoy No. B3.—Butterfield and Swire.

Pres. Cleveland, American steamer, 8,186 tons, Captain J. J. Cadogan, from Shanghai, Kowloon Wharf.—Dollar S.S. Line.

Tottori Maru, Japanese steamer, 3,708 tons, Captain Y. Ubukata, from Moji via Sakito, Kowloon Wharf.—N. Y. K.

Glenshiel, British steamer, 5,788 tons, Captain Sanders, from Shanghai, buoy No. A1.—J. M. & Co.

Daisy Moller, British steamer, 3,062 tons, Captain G. F. Haughey, from Saigon, buoy No. B13.—Dodwell & Co.

Hunan, British steamer, 1,621 tons, Captain J. Beck, from Tongku, via Wei Hai Wei; buoy No. B5.—B. & S.

Daviken, Norwegian steamer, 1,778 tons, Captain G. Svane, from Shanghai via Swatow, West Point Wharf.—Jardine, Matheson & Co.

Sekiho Maru, Japanese steamer, 3,276 tons, Captain H. Go, from Wakamatsu via Miike, buoy No. A11.—M. B. K.

Proteus, Norwegian steamer, 1,025 tons, Captain K. Gjertsen, from Swatow, buoy No. B7.—K. Larsen & Co.

Norviken, Norwegian steamer, 1,779 tons, Captain R. Jensen, from Canton, buoy No. B2.—J. M. & Co.

28TH APRIL

Ramses, German steamer, 4,899 tons, Capt. Reissmann, from Hamburg via Manila, Kowloon Wharf.—Jebsen & Co.

Kouang-Si, French steamer, 4,815 tons, Captain Brignandy, from Haiphong, Kowloon Wharf.—M. M. & Co.

Tean, British steamer, 1,351 tons, Captain L. V. Rowe, from Amoy, buoy No. B15.—Butterfield and Swire.

CLEARANCE

29TH APRIL

Lushan Maru, for Shanghai
Marion Moller, for Rangoon
Bremerhaven, for Rabaul
Hai Lee, for Singapore
Hang Sang, for Canton
Da-Shing, for Canton
Daviken, for Canton
Tean, for Canton
Tai Yuan, for Canton
Iowa, for Manila
Norviken, for Swatow
Chastine Maersk, for Manila

BANK LINE (CHINA) LTD.

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UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF BRISTOL" ... ... Havre, London, Rotterdam & Hamburg. ... 9th May
S.S. "CITY OF WELLINGTON" ... Havre, London, Rotterdam & Hamburg. ... 9th June

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M.V. "INCHANGA" ... ... from Calcutta 4th May; ... from Colombo 10th May.
M.V. "INCOMATI" ... ... from Calcutta 4th June ... from Colombo 10th June.
M.V. "ISIPINGO" ... ... from Calcutta 4th July; ... from Colombo 10th July
Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
*"JEYPORE"	5,000	3rd May	Straits, Colombo & Bombay.
"RANCHI"	17,000	4th May	Bombay, Marseilles and London.
"NALDERA"	16,000	15th May	Bombay, Marseilles and London
†*"BURDWAN"	6,000	25th May	Mars., Havre, L'don., H'bg., R'dam, A'werp., & Hull.
"RANPURA"	17,000	1st June	Bombay, Marseilles & London.
"RAJPUTANA"	17,000	15th June	Bombay, Marseilles, & London
*†"SOMALI"	7,000	22nd June	Mars., Havre, L'don., H'bg., R'dm., A'werp. & Hull
"MANTUA"	11,000	29th June	Bombay, Marseilles and London.
"CARTHAGE"	14,500	13th July	Bombay, Marseilles & London.
*"BANGALORE"	6,000	20th July	Bombay, Mars., L'don., Havre, H'bg., R'dm., A'werp. & Hull
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles & London.
"KAISAR-I-HIND"	11,000	10th Aug.	Bombay, Marseilles and London
†*"BHUTAN"	6,000	17th Aug.	Bombay, Mars., Havre, L'don., H'bg., R'dm., A'werp. & Hull
"RANCHI"	17,000	24th Aug.	Bombay, Mars. & London.
"NALDERA"	16,000	7th Sept.	Bombay, Mars. & London.
"RANPURA"	17,000	21st Sept.	Marseilles and London.
"RAJPUTANA"	17,000	5th Oct.	Bombay, Marseilles & London.
"CHITRAL"	16,000	19th Oct.	do.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA--APCAR SAILINGS

"TAKADA"	7,000	10th May	Singapore, Penang & Calcutta
"TILAWA"	10,000	24th May	
"SANTHIA"	8,000	7th June	
"TALMA"	10,000	21st June	
†SIRDHANA"	8,000	5th July	

† Calls Port Swettenham * Calls Rangoon

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"NELLORE"	7,000	3rd May	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
"TANDA"	7,000	1st June	
"NANKIN"	7,000	5th July	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
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No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewardess.
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The P. & O. Royal Mail Steamers to London and.
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

"TILAWA"	10,000	1st May	Amoy, S'hai, Moji, Kobe & Osaka
"RANPURA"	17,000	2nd May	S'hai., Kobe & Yokohama
"TANDA"	7,000	5th May	S'hai, Moji, Kobe, Osaka & Y'hama.
*"SOMALI"	7,000	14th May	S'hai., Moji, Kobe & Y'hama
"RAJPUTANA"	17,000	16th May	Shanghai, Kobe & Yokohama.
"SANTHIA"	8,000	16th May	Amoy, S'hai., Moji, Kobe & Osaka
"MANTUA"	11,000	23th May	Shanghai, Kobe & Y'hama
"TALMA"	10,000	30th May	Amoy, S'hai, Moji, Kobe & Osaka
"NANKIN"	7,000	5th June	S'hai., Moji, Kobe & Y'hama.
*"BANGALORE"	6,000	11th June	S'hai., Moji, Kobe & Y'hama.
"CARTHAGE"	14,500	18th June	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	18th June	Amoy, S'hai., Moji, Kobe & Osaka
"RAWALPINDI"	17,000	27th June	S'hai., Kobe & Yokohama.
"TAKADA"	7,000	27th June	Amoy, S'hai., Moji, Kobe & Osaka
"NELLORE"	7,000	4th July	S'hai., Moji, Kobe & Yokohama
*"BHUTAN"	6,000	10th July	S'hai., Kobe & Yokohama
"TILAWA"	10,000	11th July	Amoy, S'hai, Moji, Kobe & Osaka
"KAISAR-I-HIND"	11,000	11th July	Shanghai, Kobe & Yokohama
*"BEHAR"	6,000	24th July	do.
"SANTHIA"	8,000	25th July	Amoy, S'hai., Moji, Kobe & Osaka
"RANCHI"	17,000	25th July	S'hai., Kobe & Yokohama.
"TANDA"	7,000	3rd Aug.	S'hai, Moji, Kobe, Osaka & Y'hama

* Cargo only.

All dates are approximate and subject to alteration without notice
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M.V. "SHANTUNG" ... ... 3rd May.
M.V. "NANKING" ... ... 3rd June

OUTWARDS

To SHANGHAI AND JAPAN PORTS
M.V. "AGRA" ... ... 28th May
M.V. "PEIPING" ... ... 19th June
PASSENGER RATES {Hong Kong to Mediterranean £48
{Hong Kong to Rotterdam £55
Agents—GILMAN & CO., LTD. G. H. HUYGEN
Hong Kong Canton

HONG KONG TIDE TABLE

From April 30, to May 6, 1935.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	30	0728	5 7	0107	2 0
		1455	5 8	1335	2 4
Wed.	1	0810	6 2	0141	2 3
		2058	5 6	1426	1 7
Thur.	2	0831	6 7	0215	2 5
		2155	5 4	1514	2 1
Fri.	3	0905	7 2	0245	2 8
		2248	5 1	1600	0 7
Sat.	4	0937	7 4	0312	3 0
		2342	4 7	1645	0 5
Sun.	5	1018	7 5	0341	3 2
		—		1732	0 6
Mon.	6	0047	4 4	0408	3 4
		1040	7 4	1818	0 8

HONGKONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 29.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.74	29.80	29.74
Temperature	76	74	74
Humidity	84	86	85
Wind—			
Direction	W	SW	E
Force ..	3	1	3
Weather	CP	ORF	OD
Rain	0.0	0.	.36

Highest open-air Temperature 28:83
Lowest open-air Temperature, 29:74

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showrs; J=Squalls; R=Rain; T=Thunder.

ASSAO STORE

6, JORDAN ROAD

TEL. 59321. KOWLOON.

THE

HONGKONG DAILY PRESS

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AT THE ABOVE STORE DAILY.

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ON

18th MAY

EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

DODWELL & CO., LTD.

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"PATROCLUS" Sails 8 MAY, for Marseilles, London, Rotterdam & Glasgow

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NEW YORK SERVICE.

"ADRASTUS" Sails 8 MAY, for Halifax, Boston, New York, Philadelphia, Baltimore, via Manila, Batavia, Straits & Suez.

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"TALTHYBIUS" Sails 9 MAY, for Victoria, Vancouver & Seattle

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"TALTHYBIUS"	5 MAY,	From Pacific via Japan & Shanghai
"PYRRHUS"	7 MAY,	From U.K. via Straits

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HONG KONG AND SHANGHAI BANKING CORPORATION

Authorised Capital $50,000,000
Issued & Fully Paid-up..$20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $10,000,000

Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:

S. H. DODWELL, Esq., *Chairman.*
C. C. KNIGHT, Esq., *Deputy Chairman.*
W. H. Bell, Esq.,
A. H. Compton, Esq.,
M. T. Johnson, Esq.,
G. Miskin, Esq.,
K. S. Morrison, Esq.,
Hon. Mr. J. J. Paterson,
T. E. Pearce, Esq.,
V. M. GRAYBURN, Esq., *Chief Manager.*

BRANCHES:—

Amoy	Iloilo	Peiping
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Muar (Johore)	Tokyo
Hamburg	Mukden	Tsingtao
Hankow	New York	Yokohama
Harbin		
Hongkew		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 6th April, 1935.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 25th February, 1935.

THE CHASE BANK

6, QUEEN'S ROAD CENTRAL.

HEAD OFFICE:
18, PINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. $1,774,800,000.00.

D. M. BIGGAR,
Manager.

THE BANK OF CANTON, LTD.

Established 1912.

HEAD OFFICE: HONG KONG.

Authorized Capital H.K.$11,000,000
Paid-up Capital $5,625,000
Total Resources 32,179,49:

Branches:—
CANTON, TOISHAN, SHANGHAI, HANKOW BANGKOK AND SAN FRANCISCO.

London Bankers:—
LLOYDS BANK, LTD.

Foreign Exchange and Banking business of every description transacted.

Current Accounts opened and Fixed Deposits received for One Year or shorter periods at rates which will be quoted on application.

Safe Deposit Boxes (various sizes) for Hire.

LOOK POONG SHAN,
(Chief Manager.
17)

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: LONDON.

Authorized Capital £3,000,000
Subscribed Capital £1,500,000
Paid-up Capital £1,050,000
Reserve Fund and Rest ...£1,347,432

DIRECTORS:
J. M. Byrie, Esq., *Chairman.*
Sir T. S. Catto, Bt., *Deputy Chairman.*
Sir C. C. Barrie, K.B.E.
Sir C. A. Innes, K.C.S.I., C.I.E.
P. R. Chalmers, Esq.
C. J. Hambro, Esq.
W. H. Shelford, Esq.

BRANCHES:

Bangkok	Kandy	New York
Bombay	Karachi	Penang
Calcutta	Kota Bharu	Port Louis (Mauritius)
Colombo	Kuala Lipis	Rangoon
Delhi	(Pahang)	Shanghai
Galle	Kuala Lumpur	Simla
Hong Kong	Kuantan	Singapore
Howrah	(Pahang)	
Ipoh	Madras	

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

R. KENNEDY,
Manager.

7, Queen's Road Central.
Hong Kong, April 1st, 1935.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:—

ALOR STAR	ILOILO	SAIGON
AMRITSAR	IPOH	SEMARANG
BANGKOK	KARACHI	SERREMBAN
BATAVIA	KLANG	SHANGHAI
BOMBAY	KOBE	SINGAPORE
CALCUTTA	KUALA LUMPUR	SITIAWAN
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING
CEBU	MANILA	TIENTSIN
COLOMBO	MEDAN	TONGKAH (Bhuket)
DELHI	NEW YORK	TSINGTAO
HAIPHONG	PEIPING (Peking)	YOKOHAMA
HAMBURG	PENANG	ZAMBOANGA
HANKOW	RANGOON	
HARBIN		
HONG KONG		

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. BREARLEY,
Manager.

Hong Kong January 1st, 1935. [3]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up...	50,000,000
Special Working Capital..	50,000,000
Reserves	33,362,000

BRANCHES:—

Paris	Haiphong	Marseilles
Saigon	Phnom Penh	Hanoi
Peiping	Shanghai	Tientsin
Lyon	Hong Kong	

BANKERS:
France. Banque de Paris et des Pays Bas, Société Générale.
London: Midland Bank, Ltd.
New York: Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of America, National Trust and Savings Association

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

H. JUSSERAND,
Manager.

Hong Kong, 30th January, 1935.

THE BANK OF CHINA

Reorganized October 26, 1928, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-up Capital $24,710,200.00
Reserve Funds 3,820,503.82

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN.
Manager

THE BANK OF EAST ASIA, LIMITED.

Authorised Capital $10,000,000.00
Paid-up Capital 5,598,600 00
Reserve and Undivided Profits 2,434,000.00

HEAD OFFICE:—HONG KONG
No. 12, Des Voeux Road, Central.

Board of Directors:—
Sir Shouson Chow, Chairman.
Li Koon Chun, Esq. Li Lan Sang, Esq.
P. K. Kwok, Esq. Wong Chu Son, Esq.
Wong Yun Tong, Esq. Kan Ying Po, Esq.
Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li Tse Fong, Esq., Manager.

Branches and Agencies:—

Amoy	Kowloon	Penang	Sourabaya
Batavia	London	Rangoon	Swatow
Bombay	Manila	Saigon	Sydney
Calcutta	Melbourne	San Francisco	Talhobin
Canton	Nagasaki		Tientsin
Haiphong	New York	Seattle	Tokyo
Hankow	Osaka	Semarang	Vancouver
Honolulu	Paris	Shanghai	Yokohama
Kobe	Peiping	Singapore	

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager

THE AMERICAN EXPRESS COMPANY, INC.

Head Office
65, Broadway, New York.

Capital .....U.S. $6,000,000.00
Surplus .....U.S. $3,057,112.61
Reserves .....U.S. $1,000,000.00

BRANCHES:—

Amsterdam	Glasgow	Munich
Antwerp	The Hague	Naples
Assuan	Hamburg	Nice
Athens	Havana	Palermo
Basle	Havre	Paris
Berlin	Heidelberg	Peiping
Bombay		Piraeus
Bremen	Jerusalem	Rome
Brussels	Liverpool	Rotterdam
Cairo	London	Shanghai
Calcutta	Lucerne	Singapore
Cannes	Lugano	Southampton
Colombo	Luxor	Taormina
Copenhagen	Manila	Tientsin
Dublin	Marseilles	Venice
Edinburgh	Milan	Vienna
Florence	Monte Carlo	Yokohama
Geneva	Montreux	Zurich
Genoa		

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

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E. W. DUGGAN,
Manager.

THE YOKOHAMA SPECIE BANK LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund ..... Yen 125,000,000.00

HEAD OFFICE: YOKOHAMA

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Hsinking	Rio de Janeiro
Berlin	Karachi	San Francisco
Bombay	Kobe	Seattle
Calcutta	London	Semarang
Canton	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Moji	Soerabaya
Hamburg	Nagasaki	Sydney
Hankow	Nagoya	Tientsin
Harbin	New York	Tokyo
Hong Kong	Osaka	Tsingtao
Interest allowed on Current Accounts.	Paris	Yinkow
Deposits received for Fixed Periods at rates to be obtained on application.	Peiping	

G. KISHINAMI,
Manager.

Hong Kong, 11th March, 1935. [35

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PEOPLE WHO MATTER, to the advertiser are the people who can afford to buy his goods. Most of these people buy and read the

Hong Kong Daily Press.

JOB PRINTING.

The HONGKONG DAILY PRESS, LTD. wish to inform the

CANTON COMMUNITY

that they have recently re-opened their

JOB PRINTING DEPARTMENT.

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letter heads printing, ledger work, special forms, etc., etc.

Assuring you always our best attention.

KOEHLER & CO.

719 B.C., Shameen,
Agents.

MAILS FOREIGN

HONG KONG GOVERNMENT RADIO TELEGRAPH SERVICE.

It is hereby notified that from the First day of May, 1935, the charges for telegrams will be collected at the rate of Dollar 0.65 to equal Gold Franc 1.00.

IMPERIAL AIRWAYS VIA SINGAPORE.

Bandoeng-Amsterdam via Singapore
Saigon-Marseilles via Saigon
Singapore-Australia

Correspondence will be accepted for transmission by these services. Rates and all particulars are shewn in the schedules exhibited at the Post Offices. All letters etc. must be marked "By Air Mail" and be handed in at a Post Office.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

From	Per	Due
JAPAN	*Nellore*	30th Apr.
CALCUTTA and STRAITS	*Tilawa* ..	30th Apr.
JAPAN	*Bellerophon* ..	30th Apr.
SAIGON and Air Mail ex Marseilles—Saigon Service (Marseilles, 17. h Apr.)	*Tony Lee*	30th Apr.
MANILA	*Kamp. of Russia* ..	1st May
EUROPE via SUEZ (Letters and Papers) London, 4th April and London Parcels—London, 28th March ...	*Rompura*	1st May
CALCUTTA and STRAITS	*Hosang*	1st May
HAIPHONG	*Canton*	3rd May
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 13th April) ...	*Pres. McKinley* ...	3rd May
MANILA	*General Pershing* ..	3rd May
JAPAN and SHANGHAI	*Ranchi*	3rd May
JAPAN	*Jaypore*	3rd May
STRAITS	*Conte Rosso* ...	4th May
SAIGON	*Chenon eaux* ..	4th May
JAPAN	*Africa Maru* ...	4th May
AUSTRALIA and MANILA	*Tanda*	4th May
SHANGHAI	*Talthybius* ..	5th May
JAPAN	*Melbourne Maru* ..	6th May
SHANGHAI	*Patroclus* ...	7th May
STRAITS	*Pyrrhus* ...	7th May
SHANGHAI	*Porthos*	7th May
JAPAN...	*Takada*	8th May
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 19th April)	*Pres. Hoover* ...	9th May
JAPAN and SHANGHAI	*Yasukuni Maru* ..	9th May
AUSTRALIA and MANILA	*Taiping*	9th May

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
		Tuesday, 30th,
Amoy	*Tjisaroea*	8.30 A M
Manila, Makassar and Sourabaya ...	*Tjibadak* ...	8.30 A M
Straits	*Glenshiel* ...	10.00 A M
Sandakan	*Mansang* ...	10.30 A M
Fort Bayard	*Tai Poo Sak* ...	2.30 P M
Manila ...	*Pres Cleveland* ..	4.30 P M
		— MAY —
		Wednesday, 1st,
Straits	*Bellorophon* ...	9.30 A M
Amoy	*Tjisadane* ..	1.30 A M
Foochow via Swatow	*Hangsing* ...	2.30 P M
Swatow	*Seistan*	3.00 P M
Amoy	*Taiyuan*	3.30 P M
		Thursday, 2nd,
Straits	*Ormuz*	9.30 A M
Bangkok, Batavia, Mauritius, Reunion, Madagascar, and South Africa ...	*Houtman*	10.30 A M
Shanghai, *Japan and *EUROPE via Siberia	*Rampura*	10.30 A M
Amoy and Formosa via Swatow	*Deli Maru* ...	10.30 A M
Foochow via Swatow	*Hunan*	1.30 P M
Amoy	*Tilawa*	5.00 P M
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 20th May ...	*Nellore*	Par. 2nd, 5.00 P M Reg. 3rd, 8.45 A M Let. 3rd, 9.30 A M
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via Vancouver, B.C., (Parcels for Canada only)—due Vancouver, B.C., 20th May—and and *EUROPE via Siberia	*Kemp. of Russia*	Par. 2nd, 5.00 P M Reg. 3rd, 9.15 A M Let. 3rd, 10.00 A M
		Friday, 3rd
Hoihow, Pakhoi and *Haiphong	*Kingyuan* ..	1.00 P M
Swatow Amoy and Foochow	*Hai Ning* ..	3.00 P M
Shanghai, Japan U.S.A., Central and South America, *Canada and *EUROPE via San Francisco—due San Francisco, 26th May ...	*Gen. Pershing* ...	Parcels 3.00 P M Reg. 4.15 P M Letters 5.00 P M
Letters for "Bandoeng—Amsterdam Air Mail Service"	Ranchi ...	K.P.O. Reg. 3rd, 4.30 P M Let. 4th, 9.00 A M
		G.P.O. Reg. 4th, 9.00 A M Let. 4th, 9.30 A M
		Kowloon P.O. Par. 3rd, 4.30 P M Reg. 4th, 9.00 A M Letters 10.30 A M
Straits, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 31st May	*Ranchi*	G.P.O. Par. 3rd, 5.00 P M Reg. 4th, 9.45 A M Letters 10.30 A M
		Saturday, 4th,
Shanghai	*Conte Rosso* ...	8.00 A M
Saipbong	*Canton*	2.00 P M
Shanghai, Japan and *EUROPE via Siberia	*Chenonceaux* ...	3.30 P M
Straits, Ceylon, India, Mauritius, East and South Africa and *South American Ports	*Africa Maru* ..	3.30 P M
Manila	*Pres. McKinley* ..	4.30 P M
Foochow	*Hupeh*	5.00 P M
		Sunday, 5th,
Bangkok via Swatow	*Kaigan*	9.00 A M
Swatow, Amoy and Formosa	*Canton Maru* ...	9.00 A M
		Tuesday, 7th,
Letters for "Saigon—Marseilles Air Mail Service" ...	Porthos ...	K.P.O. Reg. 6th, 4.30 P M Let. 7th, 9.00 A M
		G.P.O. Reg. 7th, 9.00 A M Let. 7th, 9.30 A M
		Kowloon P.O. Reg. 9.00 A M Letters 10.00 A M
Saigon, *Ceylon, *India, *Mauritius, *East, and *South Africa, *Egypt and *EUROPE via Marseilles—due Marseilles, 7th June	*Porthos*	G.P.O. Rec. 9.45 A M Letters 10.30 A M
Batavia	*Tilberung* ..	9.30 A M
Fort Bayard, Hoihow, Pakhoi and Haiphong	*G. G. Paul Doumer*	1.00 P M

* Superscribed correspondence only.

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